

MARITIME HERITAGE MINNESOTA

ANN MERRIMAN

CHRISTOPHER OLSON

Log Book 33 of the USS Essex

January 31, 1894 - July 31, 1894

The Day-to-Day Operations of Shipbuilder Donald
McKay's Last Ship



© 2019 Maritime Heritage Minnesota, Ann Merriman, Christopher Olson

USS Essex Log Book 33

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle. The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried a six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

Log Book 33 of the USS Essex: January 31, 1894-July 31, 1894

The National Archives houses USS Essex Log Book 33. Throughout Log Book 33, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the Essex was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning

repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair

- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with target hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 33, on January 31, 1894, the USS *Essex* was placed in commission at the Norfolk Navy Yard in Virginia under Commander Francis W. Dickens, attached to the United States Training Squadron. *Essex* received officers and men that were transferred from the United States Training Ship (USTS) *Monogalela*, and the ship

was stocked with stores. Over the next 3 weeks, additional men were transferred from the United States Receiving Ship (USRS) *Franklin*, the log recorded a list of promotions and crew assignments, additional stores and equipment were brought on board, the ship took on water from a water boat, the ship's steam launch experienced technical issues and the engineer force worked on the problems, the ship's engines and boilers were overhauled and tested, the crew engaged in bending sails, the ship's officers inspected magazines and stores, the Commanding Officer finalized crew lists and visited nearby ships (USS *Vesuvius*, USS *Miantonomoh* monitor BM-5), sailors were punished for overstaying leave, and the ship's crew tested life buoys and secured the boats for sea. On February 21, *Essex* left her Navy Yard berth, assisted by a tug, and headed out of the Elizabeth River at Hampton Roads. She exchanged signals with Cape Henry and anchored in Lynnhaven Bay. The next day, USS *Essex* was dressed with flags at all the mast heads in honor of George Washington's birthday; Fort Monroe fired a National Salute. On February 23, the ship was underway to sea, traveling under both sail and steam. Until the end of the month, the log recorded passing 2 schooners and full-rigged ship, *Essex* passed Montauk Light, anchored in Newport Harbor, Commander Dickens visited the War College and Training Station, the ship exchanged signals with USS *Richmond*, and apprentices and ship's stores were taken on board from the Training Station.

Throughout March, the USS *Essex*, her crew, and apprentices conducted drills, Away All Boats exercises, ship handling drills including sail management and tacking the vessel, single stick, pistol, and infantry tactics drills. On March 16, apprentice Charles Bullock fell 30 feet to the ship's deck; he was taken to the Captain's cabin where he regained consciousness, very bruised but otherwise unhurt. Throughout the month, the log recorded sightings and sometimes communications with USS *Richmond*, the 3-masted schooner *Mary Miller*, other schooners, steamers - including one with Norwegian colors - a French brigantine, and barks.

In early April, *Essex* anchored in Charleston Harbor and was assisted by the pilot boat *R. H. Gowan* and tug *Confidence*. Commander Dickens paid official visits to the Mayor of Charleston, the Collector of the Port, and the Charleston Yacht Club, while the Commanding Officer of the Coast Survey Steamer (USC&GS) *A.D. Bache* visited *Essex*. The pilot boat *I. Go* fouled on the port side of *Essex* and the Clyde steamer *Algonquin* left Charleston. The crew took liberty, stores were taken on board, drills were performed, and the apprentices conducted landing action drills under sails and oars; one landing took place at Fort Sumter. Mid-month, long overdue seaman and apprentices were declared deserters and *Essex* got underway on April 19 after provisioning. Until the end of the month, the crew and apprentices cleaned the ship and performed drills - including Man Overboard. Several vessels were spotted including schooners, the English steamer *Jason*, a square-rigged ship, and other steamers.

In May, *Essex* headed north to the Chesapeake Bay and the York River, anchoring off Yorktown. Along the way, the ship lightly touched bottom and reversed at full speed to dislodge the hull - unsuccessfully. The crew used the kedge anchor and the engines to loosen the ship and moved her into deeper water. The crew and apprentices conducted

the usual drills and target and small arms practice, and liberty parties were sent ashore. An apprentice's desertion attempt was thwarted and he underwent a Court Martial a few days later; he was discharged for bad conduct. All available hands engaged in blacking the ship, and on May 28, *Essex* up anchored and returned to the Norfolk Navy Yard dock. Two days later, some of the crew joined a battalion to participate in recognition ceremonies at the US Navy Hospital cemetery. Throughout the month, the *Essex* crew recognized several ships in the log: American and British steamers, sailing vessels, many schooners, a white barkentine, a bark - probably a whaler - flying American colors, two-masted whaling schooner *Baltic* out of Provincetown, MA, steamer *Pigwa* out of Liverpool, England, British steamer *Orange Prince* of Newcastle, 3-masted schooners *Flora Rodgers* of Camden, NJ and *John B. Gannon*, American steamers *Allegheny* and *Danville*, and US Naval vessels USS *Vesuvius*, USRS *Franklin*, USS *Detroit* (C-10), and USS *Raleigh* (C-8).

The first 10 days of June saw Navy Yard workers taking on the maintenance and repairs for USS *Essex*; her crew and apprentices conducted drills and took liberty while the ship's officers took leave. Other ships recorded to be at the Yard include *Franklin* and White Squadron member USS *Atlanta*. Once coaled, *Essex* left the Yard on June 11. Until the end of June, the crew and apprentices conducted the usual on-board activities. In addition, a large dead sperm whale was spotted on June 18, and several vessels were spotted including steamers (including a large ship with 3 smokestacks), 2 brigantines and an English brigantine, a 3-masted schooner and another schooner, a German tramp steamer, an oil steamer, large steamer with 3 smokestacks, and an ocean liner.

On July 1, after a heavy fog lifted, USS *Essex* had to change course to avoid a large sailing vessel displaying a flashing light and a green light. The next day, the Benton Reef Lightship was sighted, *Essex* moored to a Naval Station Newport buoy along with USS *Portsmouth* and USS *Fern*, and she exchanged many signals with USS *Constellation*, also moored. The Commandant of the Training Station inspected *Essex* on July 3, and on the Fourth of July, a dressed *Essex* unmoored and stood out of Newport Harbor. On July 5, several 2c apprentices were transferred to USRS *Vermont*, and *Essex* set course for the New York Navy Yard, where she tied up to the Cob Dock. After exchanging apprentices and seaman with *Vermont*, *Essex* headed back to Newport, mooring there on July 7. On July 9, Commander Dickens was relieved of his duty on USS *Essex*, replaced by Commander Louis Kingsley. The ship left Newport on July 17, exchanging signals with *Constellation* and exchanging colors with a German steamer. The remaining days of July saw the crew and apprentices conducting regular performance and maintenance drills. Other ships recorded in the log included the German steamer *Moraira*, other steamers, several schooners, the steamer *Sorrento*, and the American Line US Mail Steamer *British Princess*.

Tags:

sloop-of-war USS *Essex*, sloop-of-war USS *Constellation*, USRS *Franklin*, USTS *Monogalela*, USS *Vesuvius*, USS *Miantonomoh*, USS *Richmond*, USS *Detroit*, USS *Raleigh*, White Squadron member USS *Atlanta*, USS *Portsmouth*, USS *Fern*, USRS

Vermont, USC&GS *A.D. Bache*, American Line US Mail Steamer *British Princess*, American 3-masted schooner *Mary Miller*, American pilot boat *R. H. Gowan*, American tug *Confidence*, American 3-masted schooner *Flora Rodgers*, American 3-masted schooner *John B. Gannon*, American steamer *Allegheny*, American steamer *Danville*, American whaling schooner *Baltic*, American pilot boat *I. Go*, steamer *Sorrento*, Clyde steamer *Algonquin*, British steamer *Jason*, British steamer *Pigwa*, British steamer *Orange Prince*, German steamer *Moraira*, United States Training Squadron, New York Navy Yard, Norfolk Navy Yard, Naval Station Newport, Elizabeth River, York River, apprentice training, ship drills, ship maintenance

USS *Essex*





U. S.
Receiving Ship "Franklin,"
and Fleet of Steam Launches,
Norfolk, Va.

USRS Franklin

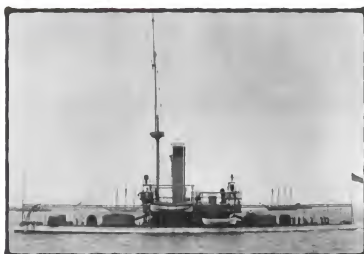
USS Atlanta



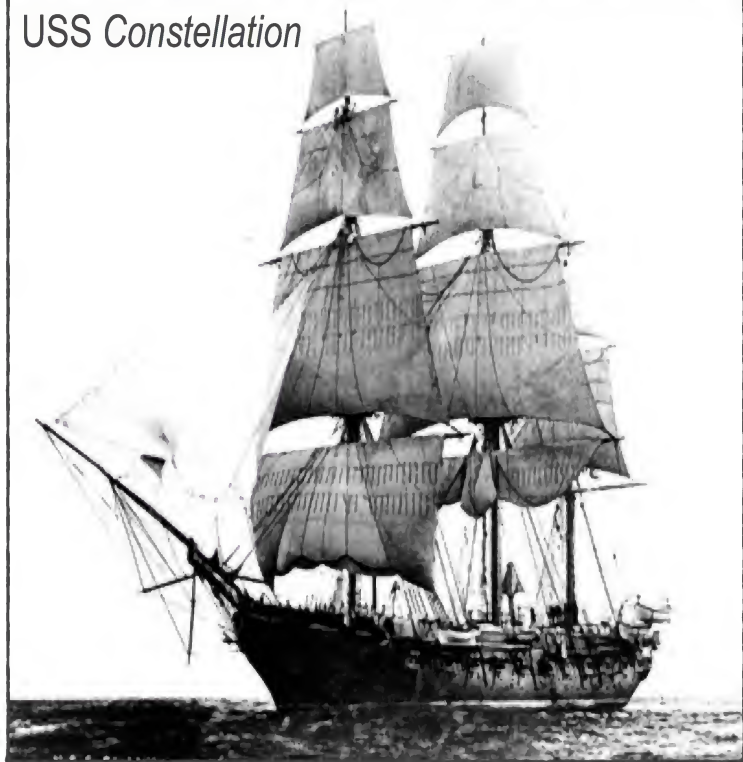
British Princess



USS Miantonomoh



USS Constellation



USS Constellation at Naval Station Newport



USTS Monongahela

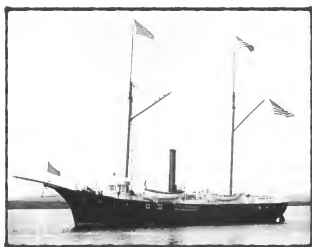
USS Portsmouth



USS Richmond



USS Raleigh



USC&GS A.D. Bache





USS *Vesuvius*

USS *Detroit*



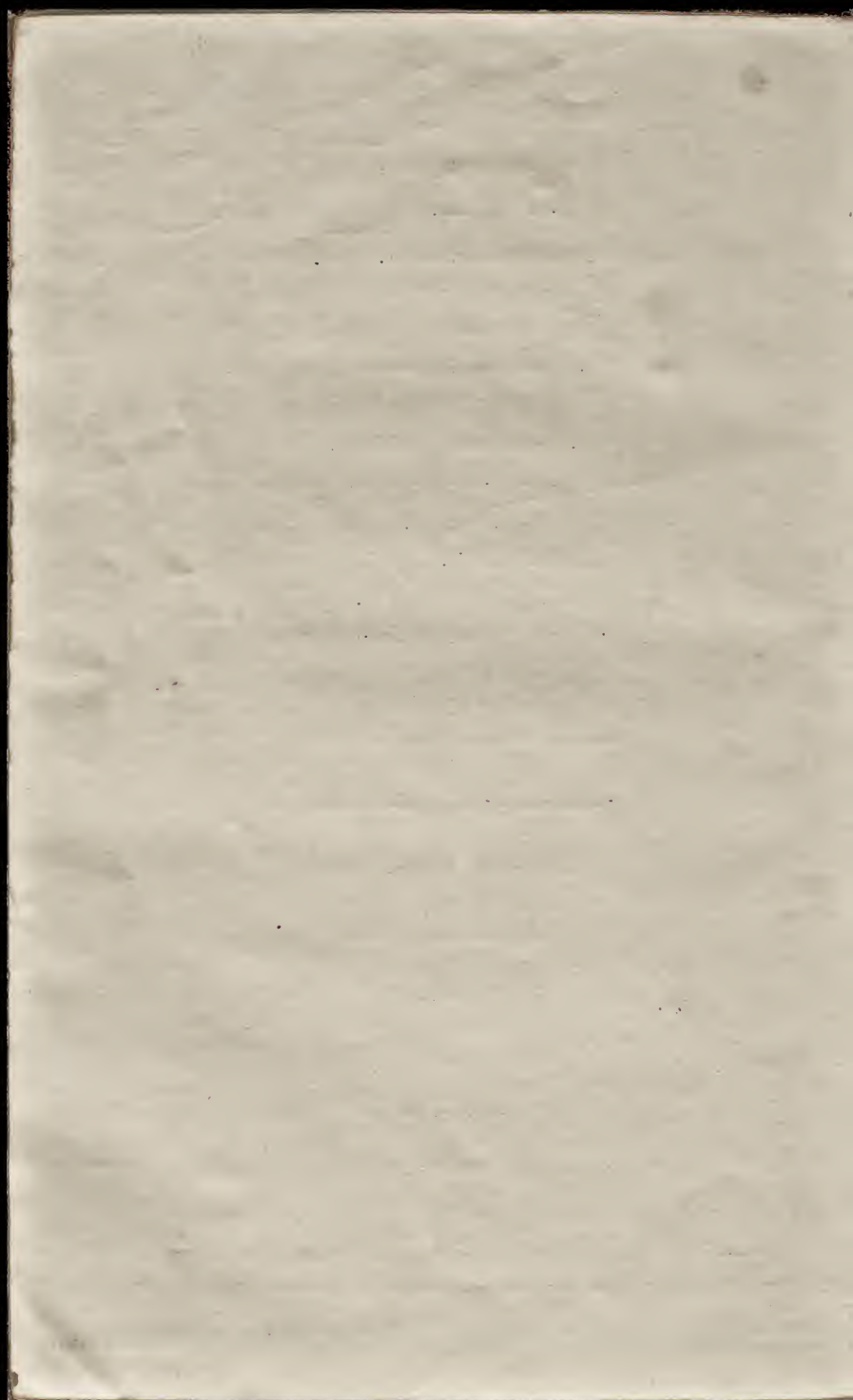
USS *Fern*



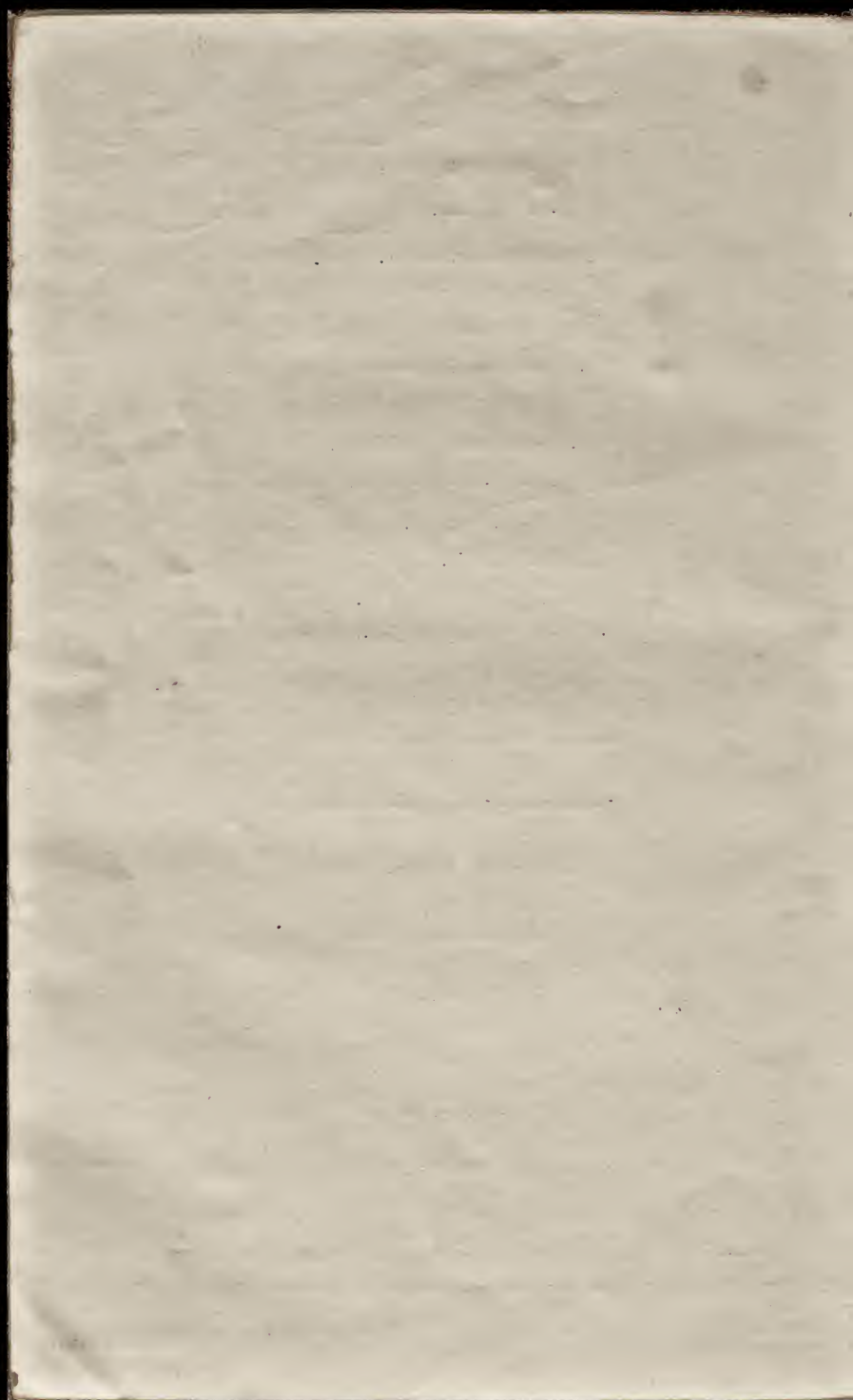
USRS *Vermont*











LOG BOOK

OF THE

U. S. S. "Essex"

Third Rate,

of Six Guns,

COMMANDED BY

Commander F. M. Dickins, U. S. Navy,
until July 9, 1894, when he was relieved by Commander Louis Kimpsey U. S. Navy.

Attached to Training Squadron,

Commencing January 31, 1894,

at Navy Yard, Norfolk Va

and ending July 31, 1894,

at sea in Lat 41° 34' N. and Long 48° 41' W.

BUREAU OF EQUIPMENT
NAVY DEPARTMENT.

1891.

LIST OF OFFICERS

Attached to and on board of the U. S. S

Commander *F. W. Dickins*
from *January 31*

Essex ^{3rd Rate}, commanded by
until July 9, when he was relieved by Commander John Kingsley, U. S. N.,
U. S. N., during the period covered by this Log-Book,
, 1894, to *July 31*, 1894.

| NAME. | RANK. | NAME. | RANK. |
|-------------------------------|---------------------------------|-------|-------|
| <i>Dickins, Francis, W.</i> | <i>Commander</i> | | |
| <i>Oliver, Frederick W.</i> | <i>Lieutenant Commander</i> | | |
| <i>Milton, John, B.</i> | <i>Lieutenant and Navigator</i> | | |
| <i>Oril, Gort.</i> | <i>Lieutenant</i> | | |
| <i>Odell, Roger, Jr.</i> | <i>Ensign</i> | | |
| <i>Solomon, Frank, T.</i> | <i>Ensign</i> | | |
| <i>Taylor, Montgomery, W.</i> | <i>Ensign</i> | | |
| <i>Lathgusht, Howard, J.</i> | <i>Chief Engineer.</i> | | |
| <i>Pitts, Henry, B.</i> | <i>Passed Asst. Surgeon</i> | | |
| <i>Luck's, Thomas, H.</i> | <i>Assistant Paymaster</i> | | |
| <i>Purcell, John, L.</i> | <i>Lieutenant Jr. Grade.</i> | | |
| <i>Caperton, William, B.</i> | <i>Lieutenant</i> | | |
| <i>Clark, George R.</i> | <i>Lieutenant Jr. Grade.</i> | | |
| <i>Forthgate, George, T.</i> | <i>Paymaster's Clerk.</i> | | |
| <i>Cornes, George R.</i> | <i>Ensign</i> | | |
| <i>Kingsley, Louis</i> | <i>Commander.</i> | | |

Examined and found to be correct.

J. B. Millon
Lieutenant U. S. N. Navigator.

LIST OF OFFICERS

Who have died, been detached, or transferred, on board the U. S. S. *Essex* ^{3rd Rate}
 commanded by *Commander F. H. Dickinson*, U. S. N., during the period covered by this
 Log-Book, from *January 31*, 1894, to *July 31*, 1894.

| NAME. | RANK. | TIME OF OCCURRENCE AND PARTICULARS. |
|---------------------|------------|---|
| Noel, York | Lieutenant | Detached February 12, 1894. Placed on waiting orders. |
| Phelps, Roger Jr. | Ensign | Detached, July 3, 1894. Ordered to the U. S. S. Cincinnati. |
| Dickins, Francis H. | Commander. | Detached, July 9, 1894. Granted one month's leave of absence. |

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. Navy. Navigator.

COMPLEMENT OF Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board
of the U. S. S. *Essex*, 3rd Rate at first commissioning

January 31st 1894.

| NUMBER ALLOWED. | RATES. | NUMBER ON BOARD. | NUMBER ALLOWED. | RATES. | NUMBER ON BOARD. |
|---|---|------------------|---|-------------------------------------|------------------|
| 1 | Chief Boatswain's Mate, | | 1 | Cabin Steward, | 1 |
| 2 | Boatswain's Mate, 1 st class | 3 | 1 | Cabin Cook, | 1 |
| 8 | " 2 nd class | | 1 | Ward-room Steward, | 1 |
| | Seamen Gunners, | | 1 | Ward-room Cook, | 1 |
| 1 | Chief Gunner's Mate, | | | Steerage Stewards, | |
| 2 | Gunner's Mates, 1 st class | | | Steerage Cooks, | |
| 1 | Chief Quartermaster, | 1 | | Warrant Officer's Steward, | |
| 1 | Quartermasters, 1 st class | | | Warrant Officer's Cook, | |
| 6 | Coxswains, | 6 | | Scamen, | 6 |
| 1 | Quartermaster 2 nd class | | | Ordinary Seamen, Apprentice 1 class | 1 |
| 1 | Captains of Forecastle, | 1 | | Landsmen, | 8 |
| 1 | Quartermaster 3 rd class | | | Boys Press Attendants | 6 |
| 1 | Captains of Tops, | 1 | * | Apprentices, | 107 |
| 1 | Gunner's Mate 2 nd class | | 6 | Machinists, | 1 |
| 1 | Captains of Mainmast, | | | Boiler Makers, | |
| 1 | Quartermaster-Gunners, Rate 3 rd class | 1 | 108 | Water Tenders, <i>Apprentice</i> | |
| 1 | Boys Carpenter's Mates, | | 2 | Oilers, | |
| 1 | Sailmaker's Mates, | 1 | 4 | First-class Firemen, | |
| 1 | Boys Carpenter's Mates 3 rd class | | 4 | Second-class Firemen, | |
| | Seamster, | | 4 | Coal Heavers, | |
| | Captains of Hold, | 1 | | TOTAL, | |
| 1 | Ship's Cook, 1 st class | | | | |
| 1 | " 2 nd class | | | | |
| 4 | Ship's Cooks, 4 th class | | | | |
| | Lamp-lighter, <i>Lands. assigned.</i> | | | | |
| 1 | Boys Lighter, | 1 | | | |
| | Carpenter's and Carriers, | | | | |
| 1 | Baymen, | | | | |
| 1 | Master-at-Arms, | 1 | | | |
| 1 | " 3 rd class | | | | |
| 1 | Apothecary, | 1 | | | |
| 1 | Yeoman, | 1 | | | |
| 1 | Paymaster's Yeoman, | 1 | | | |
| 1 | Engineer's Yeoman, | | | | |
| | Schoolmaster, | | | | |
| 1 | Writer, 1 st class | | | | |
| 1 | " 2 nd class | 1 | | | |
| | Ship's Tailor, | 1 | | | |
| | Ship's Barber, | 1 | | | |
| 1 | Painter, | | | | |
| 1 | Bugler, | | | | |
| | Jack of the Dust, <i>Lands. assigned</i> | | | | |
| 1 | Blacksmith, | | | | |
| Complement increased by 2 Ship's Cooks 4 class, by telegram to Commandant Naval Station, Newport R.I. July 9, 1894. | | | Complement increased by 1 Landsman, by order of Bureau Navigation, Feb 2, 1894 | | |
| | | | Record at Newport R.I. Feb. 28/94 | | |
| | | | J. B. McIlroy, Lieutenant U. S. N., Navigator. | | |

Examined and found to be correct.

U. S. S.

Essex

Description of Instruments used for Meteorological Observations, their Location, &c.

| INSTRUMENT. | MAKER. | NUMBER. | LOCATION. | DATE OF LAST COM- PARISON. | COMPARED WITH— | ERROR. |
|---|------------------------------------|---------|--|----------------------------------|---|-------------|
| MERCURIAL BAROMETER. | Henry J. Green | 3346 | On cabin Bulkhead. | Jan. 10. 1894 | Standard Very good. No perfect one. | 0" 05' high |
| ANEROID BAROMETER. | As Made Kew's Kew's Kew's | None | In cabin. | Jan. 5. 1893 | Standard Lisbon, Portugal | 0" 00. |
| THERMOMETER, (Dry Bulb.) | Henry J. Green | 6197 | Forward bulkhead of Natives Office | Jan. 5. 1893 | Standard Lisbon, Portugal | 0° 02' low. |
| THERMOMETER, (Wet Bulb.) (Psychrometer.) | Henry J. Green | 6198 | Forward bulkhead of Natives Office | Jan. 5. 1893 | Standard Lisbon, Portugal | 0° 03' low |

Examined and found to be correct.

4-256

J. B. Miller,
Lieutenant U. S. N. Navigator.

ARMAMENT

Of the U. S. S. *Essex* 3rd Rate.

PRIMARY.

Fixed Ammunition

| NO. OF GUNS. | CAL. | MARK. | DESCRIPTION. | CARTRIDGE. | | PROJECTILES. | | CARRIAGES. | REMARKS. |
|--------------|------|-------|----------------|------------|---------|--------------|---------|------------|----------------------|
| | | | | POWDER. | WEIGHT. | KIND. | WEIGHT. | | |
| 43 | 4 | Inch. | III Rapid Fire | 13 1/2 lb. | 7 lb. | 6 mm. S&W | 33 lb. | No 4 Mount | Dashell. Bunch Plug. |
| 44 | " | " | " | " | " | " | " | " 23 | " " |
| 47 | " | " | " | " | " | " | " | " 42 | " " |
| 48 | " | " | " | " | " | " | " | " 43 | " " |
| 49 | " | " | " | " | " | " | " | " 44 | " " |
| 50 | " | " | " | " | " | " | " | " 45 | " " |

SECONDARY.

| | | | | | | | | | |
|----|--------|------------------------|------------------|-----------|------------------------|-----------|---------------------|----------------------|-----------|
| 38 | 6 pdr. | <i>Group 1</i> Inch | Rapid Fire 3 lb. | 1 1/4 lb. | <i>Group 2</i> Inch | 6 lb. | 60 lb. C&G Standard | Drugg. Under R. & L. | |
| 39 | " | " | " | " | " | " | " 95 | " | " |
| 87 | " | " | " | " | " | " | " 105 | " | Hotchkiss |
| 88 | " | " | " | " | " | " | " 106 | " | " |
| 9 | 1 pdr. | " | Long | 10 oz. | 6 oz. | " 1/2 lb. | " 54 | " | " |
| 52 | " | " | " | " | " | " | " 54 | " | " |

BOAT ARMAMENT.

Two 1 pdr. C&G Standard No 71 and 73 for boats

SMALL ARMS.

85- Hotchkiss Magazine Rifle Cal. 45
2 Rifle Cal. 45
65 Lyndell's Patent Revolver, Cal. 38
28 Cutlasses.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. Navy.

TABLES of Deviation of the Standard Compass No. 1162 on board the U. S. S. *Essex* 3rd Rate.

| DATE: | February 21, 1894 | | | | | |
|------------------------|--------------------|------------|------------|------------|------------|------------|
| PLACE OF OBSERVATION: | San Pedro Bay, Ca. | | | | | |
| LATITUDE: | 36° 55' 31" N. | | | | | |
| LONGITUDE: | 76° 00' 32" W. | | | | | |
| OBSERVED VARIATION: | 3° 26' 9". | | | | | |
| SHIP'S HEAD BY COMPASS | DEVIATION. | DEVIATION. | DEVIATION. | DEVIATION. | DEVIATION. | DEVIATION. |
| NORTH. | 1° 30' E. | | | | | |
| N. by E. | 1° 21' E. | | | | | |
| S. N. E. | 2° 53' E. | | | | | |
| N. E. by N. | 3° 10' E. | | | | | |
| N. E. | 5° 10' E. | | | | | |
| N. E. by E. | | | | | | |
| E. N. E. | 8° 08' E. | | | | | |
| E. by N. | 5° 19' E. | | | | | |
| EAST. | 4° 29' E. | | | | | |
| E. by S. | 3° 41' E. | | | | | |
| E. S. E. | 2° 53' E. | | | | | |
| S. E. by E. | 2° 38' E. | | | | | |
| S. E. | 1° 46' E. | | | | | |
| S. E. by S. | 1° 34' E. | | | | | |
| S. S. E. | 0° 35' E. | | | | | |
| S. by E. | 0° 14' E. | | | | | |
| SOUTH. | 0° 28' E. | | | | | |
| S. by W. | 0° 48' E. | | | | | |
| S. S. W. | 0° 53' E. | | | | | |
| S. W. by S. | 1° 26' E. | | | | | |
| S. W. | 1° 47' E. | | | | | |
| S. W. by W. | 2° 42' E. | | | | | |
| W. S. W. | | | | | | |
| W. by S. | 3° 46' E. | | | | | |
| WEST. | 3° 26' E. | | | | | |
| W. by N. | 4° 18' E. | | | | | |
| W. N. W. | 4° 06' E. | | | | | |
| N. W. by W. | 3° 57' E. | | | | | |
| N. W. | 3° 11' E. | | | | | |
| N. W. by N. | 2° 28' E. | | | | | |
| N. N. W. | 1° 22' E. | | | | | |
| N. by W. | 0° 57' E. | | | | | |

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

under the command of

Commander F. H. Dickens
Wednesday, January 31

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

At 1.20 P.M. this ship was put in commission going through with the following ceremony, all officers ordered to her and men transferred to her from Monongahela being present. At the color call by the bugle, the Ensign was hoisted, officers and men saluting, and the pennant set at the main. The Commanding Officer (Commander F. H. Dickens U. S. N.) read his orders detaching him from the command of the U. S. S. Monongahela and ordering him to the command of this vessel. The ship was then turned over to the Commanding Officer by the Captain of the Yard, Captain B. J. Emmett U. S. N. The officers present were Commander F. H. Dickens, Commanding Officer; Lieutenant Commander F. M. Rice, Executive Officer; Lieutenant J. B. Milton, Navigator; Lieutenant York M. B. Votick, Officer; Ensign Roger Welles Jr., Hatch Officer; Ensign R. T. Coleman, Hatch Officer; Ensign M. M. Taylor, Chief Engineer; Passed Assistant Engineer R. B. Sibley and Assistant Paymaster T. H. Kicks. The following men were present, having been transferred from U. S. S. Monongahela: Anderson M. (B. N. 20), Griffith C. (Sea), Ellsworth J. (Co), Aspinwall C. (Sea), Lohr A. (Co), Perry F. (B. N. 20), Allen W. (B. N. 20), Burr G. W. (B. N. 20), Ellinger O. (Sea), Ross F. (Co), Benson A. R. (Sea), G. Evans H. (Co), Kelly W. (Sea), Clements W. B. (Co), Peters J. (Co), Newman E. (Sea), Joseph W. (B. N. 20), Sumner E. (B. N. 10), Fehler J. (B. N. 10), Fulton W. (Ch. Dr. M.), Fickens W. (Ch. Dr. 20), Walden H. (Ch. Dr. 30), McLean (Ch. Dr. 30), Johnson J. W. (Ch. Dr.), Lickert E. V. (Water 10), Caswell (Sea App. 10), Weber C. (Water 20), Thacker P. (B. N. 10), Barato A. (Physicist), Tracy J. (Sea), Henry H. (Sea), Orr J. J. (Sea), Dearborn H. (Sea), Dalton C. (B. N. 20), Peters J. (Ch. Dr. 10), Fucary J. (Sea), Thayer W. E. (Tailor), McNaughton J. (Sea), Metzger J. (Cuba 10), Farnsworth J. (Ch. Dr. 10), Martin A. C. (Sea), Sundberg E. (Sea 10), Lightfoot W. H. (Sea 10), Mason J. (Sea 10), Griffith J. (Co), Anderson W. (Sea), Yates J. (Cuba 10), Kuroda H. (Ch. Dr. 10), Rogers J. L. (Sea 10), Sumner F. (Sea 10), Tinkler C. (Cuba 10), Weber J. P. (Sea 10), Murphy A. H. (Cuba), Bacheller C. E. (Cuba), Brown H. (Sea), Kinsie J. (Sea) and E. Hamilton (B. N. 30). Johnson H. (B. N. 20) was transferred from the Monongahela to this vessel, but not present on account of being under treatment at the Naval Hospital.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

From 1.20 P.M. to 4 P.M.

Cloudy, but pleasant. Light air and breeze from S.W. by N. to S.W. Crew engaged on transferring stores in Pay Dept. from Monongahela, to storeroom, and stores in Equipment Dept. from storeroom to this ship. Barked fire in boiler No. 2. By order of Commanding Officer the Acting appointment of J. H. Johnson as Schoolmaster is this day revised his census as Schoolmaster being no longer required. The following courses of Key yard, completed on board in Steam Engineering Dept. 1 Machineist and 1 Helper: 2 Brickmakers Roger Welles Jr. and 2 Helpers.
Ensign R. F. N.

From 4 to 6 P.M.

Clear and pleasant. Light air to light breeze from S.W. Directed the crew of the crew and gave them Station bills, also took hand and steam for pumps of crew and stationed crew for fire quarters.

N. T. Coleman
Ensign U. S. N.

From 6 to 8 P.M.

Clear and pleasant. Calm and light S.W. air. Barked fire.

Roger Welles Jr.
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Calm and light S.W. air. Barked fire.

Roger Welles Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Chazy Yard, Norfolk, Va.

Thurs. Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. | | | | <i>Moved to Dock</i> | <i>Calm.</i> | | 0 | | | 30.18 | 86 | 47 | 45 | <i>b.</i> | <i>none</i> | 10 | |
| 1 | | | | | " | | 0 | | | 30.18 | 86 | 46 | 44 | " | " | 10 | |
| 2 | | | | | " | | 0 | | | 30.18 | 86 | 46 | 44 | " | " | 10 | |
| 3 | | | | | " | | 0 | | | 30.16 | 86 | 45 | 44 | " | " | 10 | |
| 4 | | | | | <i>S. by E.</i> | | 0-1 | | | 30.14 | 75 | 46 | 44 | <i>b.c.m.</i> | <i>cum.</i> | 7 | |
| 5 | | | | | " | | 1 | | | 30.10 | 75 | 45 | 43 | " | " | 6 | |
| 6 | | | | | " | | 1 | | | 30.10 | 75 | 45 | 43 | " | <i>br. cum.</i> | 4 | |
| 7 | | | | | <i>S. by E.</i> | | 1-2 | | | 30.11 | 77 | 46 | 44 | " | " | 4 | |
| 8 | | | | | <i>S. E.</i> | | 1-2 | | | 30.08 | 74 | 49 | 45 | " | " | 2 | |
| 9 | | | | | " | | 1-2 | | | 30.08 | 71 | 50 | 47 | " | <i>overcast</i> | 1 | |
| 10 | | | | | <i>S. E. by N.</i> | | 1-2 | | | 30.08 | 76 | 53 | 51 | " | " | 1 | |
| 11 | | | | | " | | 2 | | | 30.07 | 74 | 55 | 52 | <i>b.c.</i> | " | 0 | |
| Noon. | | | | | " | | | | | | | | | | | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "
 { Latitude by observations of ☉ 0 " "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "
 { Longitude by 0 " "
 Position at 8 P. M. { Latitude by 0 " "
 { Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

1 tons 960 lbs.
 171 " 1280 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|--|----------------------|--------------------|-----|-------|----|----|----|-------------|------------------|----|--|--|--|--|--|--|--|
| 1 | | <i>Moved to Dock</i> | <i>S. E. by N.</i> | 0-1 | 30.09 | 76 | 57 | 64 | <i>b.c.</i> | <i>cum. mist</i> | 1 | | | | | | | |
| 2 | | | <i>Thet.</i> | 0-1 | 30.07 | 74 | 62 | 56 | " | <i>br. cum.</i> | 2 | | | | | | | |
| 3 | | | " | 2 | 30.07 | 73 | 62 | 56 | " | <i>br. cum.</i> | 3 | | | | | | | |
| 4 | | | " | 2-3 | 30.03 | 67 | 57 | 57 | " | <i>br. cum.</i> | 1 | | | | | | | |
| 5 | | | <i>E. N. E.</i> | 3-4 | 30.04 | 60 | 50 | 47 | " | " | 1 | | | | | | | |
| 6 | | | <i>N. E.</i> | 3-4 | 30.09 | 68 | 48 | 45 | <i>b.g.</i> | " | 7 | | | | | | | |
| 7 | | | " | 3-5 | 30.16 | 70 | 46 | 44 | " | " | 7 | | | | | | | |
| 8 | | | " | 3-5 | 30.21 | 70 | 45 | 43 | " | " | 9 | | | | | | | |
| 9 | | | " | 3-5 | 30.25 | 70 | 45 | 42 | <i>b.g.</i> | <i>none</i> | 10 | | | | | | | |
| 10 | | | " | 3-4 | 30.30 | 67 | 45 | 42 | " | " | 10 | | | | | | | |
| 11 | | | " | 3-4 | 30.34 | 66 | 42 | 40 | " | " | 10 | | | | | | | |
| Mid. | | | " | 4 | 30.36 | 66 | 42 | 38 | " | " | 10 | | | | | | | |

under the command of

Commander F. W. Dickens
Thursday, February 1

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 A. M.

Clear and pleasant. Calm. Banked fire.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy but pleasant. Calm and light air from S. W. Banked fire. Crew engaged in scraping pitch from deck.

Roger Welles, Jr.
Ensign U. S. N.

From 8 A. M. to Noon.

Cloudy and mild. Light air and breeze from S. W. and S. W. by N. Crew engaged in getting on board stores in Equipment, Construction and Supplies and Accounts Departments. Got quarter deck awning on a stretch to ascertain fit. Bay yard workmen engaged on board in Steam Engineering Dept. as follows: 1 Machinist and 1 helper; 2 Boiler makers and 2 helpers. The ^{liquids and transfer papers of} J. P. Keeler P. M. Keeler were transferred to the Mr. F. H. P. Franklin.

From Noon to 4 P. M.

Cloudy and pleasant. Light air from S. W. to West. Crew engaged transferring stores to their ship. Transferred J. P. Keeler (P. M. Keeler) to Naval Hospital for treatment. By order of Commanding Officer the following changes in ratings were established: R. Dunning B. M. 1 c. to E. B. Bates; with an acting appointment; E. B. Bates B. M. 1 c. to E. B. Bates; with an acting appointment; E. B. Bates B. M. 1 c. to E. B. Bates; with an acting appointment; P. W. Arnold, E. M. 1 class to E. B. Bates; with an acting appointment; J. Tracy Sds. to E. Bates 3 class; with an acting appointment; A. H. Barnes Sea. App. 2 c. to Sea. App. 1 class; J. O. Johnson Sea. to German with an acting appointment; E. Henry Sds. to Baynes; A. C. Davies Sds. to E. Bates 2 class. The following named men were transferred from the U. S. S. Franklin to this vessel: J. A. Black Baker; E. J. Miller Cook; J. Dugan, Cook; E. O. Bailey, Cook; A. H. Miller Sds. 2 c.; J. E. Trement, Cook; J. H. Harris, Cook; E. Dole, Cook; J. O. Steinman, Cook; J. P. Gordon, Cook; J. P. Davies, Gunner 1 c.; J. C. Howard, Gunner 1 c.; E. J. Miller, Gunner 1 class; John Ball, Gunner 1 class; F. W. Ford (Sea). Also J. Miller Sds.; P. L. Norton Sds.; C. E. Crossman, Writer 3 class and Jas. Welch, German and Caroline Francis, Cook. Bay yard workmen engaged on board in Steam Engineering Dept. as follows: 1 Machinist and 1 helper; 2 Boiler makers and 2 helpers. The acting appointment of Peter Ross as Cook was this day revoked; advanced to Tailmaker Bates. N. P. Coleman
Ensign U. S. N.

From 4 to 6 P. M.

Cloudy and pleasant. Gentle to moderate breeze from E. N. E. and N. E. Crew engaged in getting stores on board in Equipment, Construction and Supplies and Accounts Departments.

Ym. Noel
Lieutenant U. S. N.

From 6 to 8 P. M.

Cloudy and pleasant. Gentle breeze from N. E. Barometer rising.

N. P. Coleman
Ensign U. S. N.

From 8 P. M. to Mid.

Clear and pleasant. Moderate breeze from N. E.

N. P. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. Millon
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex,
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Force of Current, by symbols. | Prop. of Clear Sky, in fifts. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|------------|-------|---------|-------------------------|-------------|------|-----------|-------------------|-----------------------------------|-------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air. | Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>North</i> | | <i>4-5</i> | | | 30.38 | 64 | 40 | 38 | | <i>b. q.</i> | <i>none</i> | 10 | |
| 2 | | | | | " | | <i>4</i> | | | 30.37 | 60 | 39 | 36 | | " | " | 10 | |
| 3 | | | | | " | | <i>3</i> | | | 30.38 | 58 | 38 | 35 | | <i>b.</i> | " | 10 | |
| 4 | | | | | " | | <i>2</i> | | | 30.39 | 58 | 38 | 35 | | " | " | 10 | |
| 5 | | | | | " | | <i>2</i> | | | 30.41 | 59 | 38 | 35 | | " | " | 10 | |
| 6 | | | | | " | | <i>2</i> | | | 30.43 | 59 | 38 | 35 | | " | " | 10 | |
| 7 | | | | | " | | <i>2</i> | | | 30.44 | 60 | 37 | 35 | | " | " | 10 | |
| 8 | | | | | " | | <i>2</i> | | | 30.46 | 63 | 37 | 35 | | " | " | 10 | |
| 9 | | | | | " | | <i>2</i> | | | 30.51 | 64 | 38 | 36 | | " | " | 10 | |
| 10 | | | | | " | | <i>2</i> | | | 30.52 | 64 | 38 | 36 | | " | " | 10 | |
| 11 | | | | | <i>N.E. to E.N.E.</i> | | <i>2-1</i> | | | 30.51 | 64 | 41 | 39 | | <i>b. m.</i> | " | 10 | |
| Noon. | | | | | <i>E.N.E.</i> | | <i>1-2</i> | | | 30.48 | 64 | 41 | 39 | | " | " | 10 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | 1 | " |
| | Longitude by D. R. | 0 | 1 | " |
| | Latitude by observations of ☉ | 0 | 1 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | 1 | " |
| Position at 8 A. M. | Latitude by | 0 | 1 | " |
| | Longitude by | 0 | 1 | " |
| Position at 8 P. M. | Latitude by | 0 | 1 | " |
| | Longitude by | 0 | 1 | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|---------------|---|---|---|
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | 1 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | 1 | " |
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | 1 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | 1 | " |

Water expended during the preceding 24 hours,

gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

tons 2200 lbs.

Coal remaining on hand at Noon,

170 " 1323 "

| | | | | | | | | | | | | | | | | | | |
|-------|--|---------------|-----------------|-----|--|-------|----|----|----|--|--------|-----------|---|--|--|--|--|--|
| P. M. | | Moved to Dock | | | | | | | | | | | | | | | | |
| 1 | | | E. N.E. | 1-2 | | 30.45 | 57 | 41 | 39 | | b. m. | cir. str. | 9 | | | | | |
| 2 | | | " | 1-2 | | 30.43 | 58 | 42 | 40 | | " | cir. cum. | 8 | | | | | |
| 3 | | | " | 1-2 | | 30.38 | 60 | 43 | 41 | | " | " | 8 | | | | | |
| 4 | | | E. N.E. to S.E. | 2 | | 30.38 | 61 | 43 | 41 | | " | " | 8 | | | | | |
| 5 | | | S.E. by E. | 2 | | 30.38 | 62 | 43 | 41 | | " | " | 7 | | | | | |
| 6 | | | " | 2 | | 30.40 | 63 | 40 | 38 | | " | " | 7 | | | | | |
| 7 | | | " | 1-2 | | 30.39 | 65 | 40 | 38 | | " | " | 7 | | | | | |
| 8 | | | " | 1-2 | | 30.36 | 65 | 39 | 36 | | " | " | 7 | | | | | |
| 9 | | | " | 1-2 | | 30.32 | 66 | 39 | 37 | | " | " | 7 | | | | | |
| 10 | | | S.E. | 1-2 | | 30.34 | 66 | 39 | 37 | | " | cir. cum. | 2 | | | | | |
| 11 | | | " | 1-2 | | 30.38 | 63 | 39 | 37 | | " | " | 1 | | | | | |
| Mid. | | | " | 1-2 | | 30.26 | 61 | 40 | 37 | | s.c.d. | " | 0 | | | | | |

under the command of

Commander F. H. Dickens
Friday, February 2

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Clear and cool. Moderate to light breeze from North.

N. P. Bohman
Ensign U. S. A.

From 4 to 8 a.m.

Clear and cool. Light breeze from North. Barometer rising. Received in Dept of Supplies and Accounts 3¹¹ lbs. fresh bread, 42¹/₂ lbs. beef, 42¹/₂ lbs. vegetables.

N. T. Coleman
Esq. W. P. W.

From 8 A.M. to Merid

Clear cool and pleasant Light air and breeze from NE to E & E. By order of the Commanding Officer the acting appointment of Charles M. Bailey was renewed to date from Oct. 8th. The Ordnance Officer inspected the magazine and storerooms and reported them ready to receive ammunition and Ordnance stores. Crew engaged in taking aboard stores in Equipment and Construction Departments. Water ballast removed at 11.30. Banded fire Ray had workmen engaged in banding in Steam Engineering Dept. as follows: 1 Machinist and 1 helper; 2 Boiler makers and 2 helpers. By order of the Commanding Officer the following change in ratings was established: J. H. Bunt, Gunler, to Gull 10; J. Hall 10 to Apprentice; J. E. Jones, Gunner, to Gunner; J. H. Bunt, Gunler, to Gull 10; J. Hall 10 to Apprentice; J. E. Jones, Gunner, to Gunner; J. H. Bunt, Gunler, to Gull 10; J. Hall 10 to Apprentice; J. E. Jones, Gunner, to Gunner. * Ensign A. H. Bunt.

From Merid to 4 P.M.

Clear and pleasant. Light breeze from N.E. J. Tracey (Colt's 3rd class) was to day discharged from the Ramo Furni by reason of expiration of enlistment. Now engaged in getting 'so hard stone' in Equipment, Construction and Supplies and Departments. Ray had previously engaged as head in Steam Engineering Dept. as follows: 1 Machinist and 1 helper, 2 Boiler Makers and 2 Helpers and 3 Engineering and Irons in Construction Dept. One Electrician employed in bond from Ray paid.

Im Nil
Lieutenant W. F. A.

From 4 to 6 P.M.

Cloudy but pleasant. Light breeze from S.E. by E. Crew brought bag, hammocks and new gear from Mexim�ahala. Batted fire.

Roger Welles, Jr.
Ensign U. S. N.

From 6 to 8 P.M.

Clear and cool. Misty after sunset. Light breeze from NE by E.

Ym Noël
Lieutenant R. I. A.

From 8 P.M. to Midnight

Clear and coldest hour, then cloudy and misty. Light breeze from P.E.
Drizzling rain last hour.

2nd Noil
Lieutenant U. S. A.

Examined and found to be correct.

* By order of Commanding Officer the following assignments were made: R. A. Decker Ldr. as Long Inshore; J. G. B. Douglas Ldr. as Port of First; A. Stoker Ldr. as Cox of Star Launch.

J. B. Millon
Lieutenant U. S. N. Navigator.

Ship Essex
Moved to Dock, Navy Yard, Norfolk Va

Third Rate,

| Hour. | Knots. | Tenth. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Gale, by symbols. | State of the Sea. |
|-------|--------|--------|------------------------|-------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|----------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | S. S. E. | | 1-2 | | | 30.24 | 59 | 40 | 40 | 0 c. n. | unit | 0 | |
| 2 | | | | | " | | 2-3 | | | 30.22 | 59 | 40 | 41 | " | " | 0 | |
| 3 | | | | | " | | 2-3 | | | 30.18 | 58 | 40 | 41 | " | " | 0 | |
| 4 | | | | | " | | 2 | | | 30.13 | 56 | 40 | 41 | " | " | 0 | |
| 5 | | | | | Calcu. | | 0 | | | 30.09 | 53 | 42 | 41 | 0 c. | " | 0 | |
| 6 | | | | | S. W. | | 1 | | | 30.06 | 53 | 42 | 42 | 0 c. n. | " | 0 | |
| 7 | | | | | " | | 1 | | | 30.06 | 66 | 43 | 43 | " | " | 0 | |
| 8 | | | | | " | | 1-0 | | | 30.06 | 71 | 43 | 43 | " | " | 0 | |
| 9 | | | | | " | | 1 | | | 30.07 | 68 | 44 | 44 | " | " | 0 | |
| 10 | | | | | " | | 1 | | | 30.07 | 68 | 45 | 45 | " | " | 0 | |
| 11 | | | | | " | | 1 | | | 30.05 | 68 | 46 | 46 | " | " | 0 | |
| Noon. | | | | | " | | 1 | | | 30.02 | 68 | 47 | 47 | " | " | 0 | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R.
 Longitude by D. R.
 Latitude by observations of ☉
 Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. { Latitude by
 Longitude by

Position at 3 P. M. { Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *received* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

| | | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|-----------------|--|-----|--|--|-------|----|----|----|---------|-------------|---|--|
| P. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>S. W.</i> | | 1-2 | | | 29.99 | 68 | 49 | 48 | 0 c. n. | <i>unit</i> | 0 | |
| 2 | | | | | " | | 1-2 | | | 29.98 | 68 | 49 | 49 | " | " | 0 | |
| 3 | | | | | <i>N. S. W.</i> | | 1-2 | | | 29.98 | 65 | 50 | 50 | 0 c. n. | " | 0 | |
| 4 | | | | | " | | 1-2 | | | 29.95 | 64 | 50 | 50 | 0 c. n. | " | 0 | |
| 5 | | | | | " | | 1-2 | | | 29.92 | 54 | 50 | 50 | " | " | 0 | |
| 6 | | | | | " | | 0-1 | | | 29.88 | 54 | 50 | 50 | " | " | 0 | |
| 7 | | | | | <i>Calcu.</i> | | 0 | | | 29.88 | 53 | 50 | 51 | 0 c. n. | " | 0 | |
| 8 | | | | | " | | 0 | | | 29.86 | 52 | 50 | 51 | " | " | 0 | |
| 9 | | | | | " | | 0 | | | 29.84 | 53 | 51 | 51 | " | " | 0 | |
| 10 | | | | | " | | 0 | | | 29.82 | 53 | 51 | 52 | " | " | 0 | |
| 11 | | | | | <i>S. S. E.</i> | | 1-2 | | | 29.80 | 52 | 51 | 52 | " | " | 0 | |
| Mid. | | | | | " | | 2 | | | 29.79 | 52 | 51 | 52 | " | " | 0 | |

under the command of *Commander F. O. Dickins*
Saturday, February 3.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast and raining. Gentle breeze from E. S. E.

J. M. Nail
Lieutenant U. S. N.

From 4 to 8 A. M.

Overcast and raining. Calm and light air from S. W. Received in Dept. Supplies and Accounts 42 1/2 lbs. beef, 42 1/2 lbs. vegetables, 34 lbs. bread which passed inspection

J. M. Nail
Lieutenant U. S. N.

From 8 A. M. to Merid

Overcast and raining. Light air from S. W. Barometer falling. Finished stowing for hold and forward storeroom. Got aboard 2 chains for bow line and placed hawser on deck that had been used for that purpose. Ray yard unlimbered engaged no land in Steam Engineering Dept as follows: 2 Boilers makers and 2 helpers and 2 Gun pointers and 1 man in Construction Dept. N. P. Korman
One Electrician employed on land from Navy yard.
One Merid. to 4 P. M.

Overcast and raining. Light air and breeze from S. W. to E. S. W. Barometer falling. Sail liberty party ashore. Banded fire. Ray yard unlimbered engaged no land in Steam Engineering Dept as follows: 2 Boilers makers and 2 helpers and 3 Gun pointers and 1 man in Construction Dept. One Electrician employed
* no land from Navy yard.

Roger Welles Jr.
Ensign U. S. N.

From 6 to 6 P. M.

Overcast, raining and foggy. Light N. E. W. by. air and calms Barometer falling. Banded fire.

Roger Welles Jr.
Ensign U. S. N.

From 8 P. M. to Bed.

Overcast and foggy. Calms and light air and breeze from S. E.
Banded fire.

Roger Welles Jr.
Ensign U. S. N.

* *From 4 to 6 P. M.*

Overcast and drizzling. Light air from N. E. W.
Started fire in Boiler A. and allowed fire to die out in Boiler B. at 4 P. M.
James Peterson U. S. N. was discharged by reason of expiration of enlistment.

N. P. Korman
Ensign U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk Va.

Wind Rate,

| Time. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Levee. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>S. W.</i> | 1-2 | | | 29.73 | 50 | 51 | 51 | | <i>o. c. m. m.</i> | <i>0</i> | |
| 2 | | | | | <i>S. W. to N. W. S.</i> | 1-2 | | | 29.69 | 50 | 50 | 51 | | <i>o. c. f. w.</i> | <i>0</i> | |
| 3 | | | | | <i>N. W. S.</i> | 1-2 | | | 29.66 | 50 | 49 | 49 | | <i>o. c. f. w.</i> | <i>0</i> | |
| 4 | | | | | <i>"</i> | 2-4 | | | 29.67 | 50 | 48 | 48 | | <i>o. c. g. n.</i> | <i>0</i> | |
| 5 | | | | | <i>S. E.</i> | 2-4 | | | 29.68 | 48 | 47 | 47 | | <i>"</i> | <i>0</i> | |
| 6 | | | | | <i>"</i> | 1-3 | | | 29.68 | 48 | 45 | 45 | | <i>"</i> | <i>0</i> | |
| 7 | | | | | <i>North</i> | 1-2 | | | 29.68 | 48 | 45 | 45 | | <i>o. c.</i> | <i>0</i> | |
| 8 | | | | | <i>"</i> | 2-4 | | | 29.71 | 47 | 45 | 45 | | <i>o. c. d.</i> | <i>0</i> | |
| 9 | | | | | <i>North to N. W. S.</i> | 2-4 | | | 29.70 | 46 | 45 | 45 | | <i>o. c. n.</i> | <i>0</i> | |
| 10 | | | | | <i>N. W. S.</i> | 2-3 | | | 29.74 | 45 | 45 | 45 | | <i>o. c. g. m.</i> | <i>0</i> | |
| 11 | | | | | <i>"</i> | 1-3 | | | 29.77 | 45 | 45 | 45 | | <i>"</i> | <i>0</i> | |
| Noon. | | | | | <i>"</i> | 1-2 | | | 29.76 | 45 | 45 | 45 | | <i>"</i> | <i>0</i> | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R.
 Longitude by D. R.
 Latitude by observations of ☉
 Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. { Latitude by
 Longitude by

Position at 8 P. M. { Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

| P. M. | | | | | | | | | | | | | | | | |
|-------|--|--|--|--------------------------|-----------------|-----|--|--|-------|----|----|----|--|-----------------------|----------|--|
| 1 | | | | <i>Moved to Dock</i> | <i>N. W. S.</i> | 1-2 | | | 29.75 | 47 | 45 | 45 | | <i>o. c. g. m. m.</i> | <i>0</i> | |
| 2 | | | | <i>"</i> | <i>"</i> | 0-1 | | | 29.71 | 47 | 45 | 45 | | <i>"</i> | <i>0</i> | |
| 3 | | | | <i>North</i> | <i>"</i> | 1-2 | | | 29.73 | 46 | 45 | 45 | | <i>"</i> | <i>0</i> | |
| 4 | | | | <i>"</i> | <i>"</i> | 2 | | | 29.75 | 46 | 45 | 45 | | <i>"</i> | <i>0</i> | |
| 5 | | | | <i>"</i> | <i>"</i> | 2-3 | | | 29.80 | 46 | 44 | 44 | | <i>o. c. g. m. m.</i> | <i>0</i> | |
| 6 | | | | <i>N. W. S.</i> | <i>"</i> | 2-3 | | | 29.87 | 46 | 44 | 43 | | <i>"</i> | <i>0</i> | |
| 7 | | | | <i>"</i> | <i>"</i> | 2-3 | | | 29.91 | 45 | 43 | 42 | | <i>"</i> | <i>0</i> | |
| 8 | | | | <i>"</i> | <i>"</i> | 2-4 | | | 29.94 | 45 | 42 | 42 | | <i>"</i> | <i>0</i> | |
| 9 | | | | <i>N. W. S. to North</i> | <i>"</i> | 2-3 | | | 29.94 | 44 | 42 | 42 | | <i>o. c. g. m. m.</i> | <i>0</i> | |
| 10 | | | | <i>North</i> | <i>"</i> | 4-7 | | | 29.96 | 44 | 41 | 41 | | <i>o. c. g. m. m.</i> | <i>0</i> | |
| 11 | | | | <i>"</i> | <i>"</i> | 4-6 | | | 29.97 | 44 | 42 | 41 | | <i>o. c. g. m. m.</i> | <i>0</i> | |
| Mid. | | | | <i>"</i> | <i>"</i> | 4-5 | | | 29.99 | 43 | 43 | 43 | | <i>"</i> | <i>0</i> | |

under the command of

Commander J. M. Dickens
Sunday, February 4

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast foggy and rainy. Light airs from S.W. to moderate breeze from N. N. E. in squalls. B. banked fire.

Roger Meller, Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Overcast and rainy. Wind varying from S. E. to North, and from light air to moderate breeze in force. Banked fire.

Roger Meller, Jr.,
Ensign U. S. N.

From 8 A. M. to Noon.

Overcast and misty. Gloomy appearance. Light to gentle breeze from N. N. E. At 9.30 mustered and inspected ^{division} at Quarters. At 10 called all hands to muster and read Articles for the Government of the Navy, and afterwards held General Muster. Quis banked in Boiler A. Sub liberty party ashore.

John Noël
Lieutenant U. S. N.

From Noon to 4 P. M.

Overcast and misty. Light air to light breeze from N. N. E. to North. By order of the Commanding Officer the following band was appointed in accordance with Article 359 U. S. Navy Regulations: viz. Lieut. Bondi, 3d U. S. Inf. U. S. Navy; O. A. Rogers, 6. 6. 7th U. S. Inf. U. S. Navy; Asst. Paym. J. L. Hicks, U. S. Navy. Quis banked in Boiler A. By order of Commanding Officer, J. Merson was reduced to 4th class conduct for gratifying leave 72 hours.

N. N. Coleman
Ensign U. S. N.

From 4 to 6 P. M.

Overcast and rainy. Threatening weather. Gentle breeze from North. Quis banked in Boiler A.

John Noël
Lieutenant U. S. N.

From 6 to 8 P. M.

Overcast and raining. Light to gentle breeze from N. N. E. Quis banked in Boiler A.

N. N. Coleman
Ensign U. S. N.

From 8 P. M. to Mid.

Overcast and misty. Moderate breeze from N. N. E. to North with frequent heavy squalls. Barometer rising. Quis banked in Boiler A.

N. N. Coleman
Ensign U. S. N.

Examined and found to be correct.

B. McIlton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|--------------------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Surface of Water at S.W. | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>North</i> | 4-5 | | 30.05 | 44 | 44 | 44 | | <i>o. c. g. w.</i> | <i>nm.</i> | 0 | |
| 2 | | | | | " | 4-5 | | 30.09 | 40 | 39 | 38 | | <i>o. f. g. w.</i> | " | 0 | |
| 3 | | | | | <i>N. N. W.</i> | 4-6 | | 30.12 | 38 | 37 | 36 | | <i>b. c. w.</i> | " | 4 | |
| 4 | | | | | " | 5-6 | | 30.17 | 35 | 34 | 34 | | " | " | 8 | |
| 5 | x | | | | " | 4-5 | | 30.24 | 32 | 31 | 29 | | <i>b.</i> | <i>nm.</i> | 10 | |
| 6 | | | | | <i>North</i> | 4-5 | | 30.24 | 31 | 30 | 28 | | " | " | 10 | |
| 7 | | | | | " | 4-6 | | 30.35 | 30 | 29 | 27 | | " | " | 10 | |
| 8 | | | | | " | 4-6 | | 30.39 | 30 | 28 | 26 | | " | " | 10 | |
| 9 | | | | | <i>N. N. W.</i> | 4-6 | | 30.43 | 29 | 29 | — | | <i>b. c. g.</i> | <i>cr.</i> | 9 | |
| 10 | | | | | " | 4-6 | | 30.45 | 31 | 29 | — | | " | " | 9 | |
| 11 | | | | | " | 3-4 | | 30.45 | 31 | 30 | — | | " | " | 9 | |
| Noon. | | | | | " | 3-4 | | 30.44 | 35 | 33 | 32 | | " | " | 9 | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R. knots. tenths.
 { Longitude by D. R. " " "
 { Latitude by observations of ☉ " " "
 { Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 A. M. { Latitude by
 { Longitude by

Position at 8 P. M. { Latitude by
 { Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " " variation used, " "

Error of the Compass by Azimuth ☉ observed at , ship's head " " " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " " variation used, " "

Water expended during the preceding 24 hours, 250 gallons.

Water during the preceding 24 hours, " "

Water remaining on hand fit for use at Noon, 2550 " "

Coal consumed during the preceding 24 hours, 1 tons 160 lbs.

Coal remaining on hand at Noon, 167 " 1740 "

| | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|-----------------------------|-----|--|-------|----|----|----|--|-----------------|-------------------|----|--|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>N. N. W.</i> | 2-3 | | 30.45 | 38 | 36 | 33 | | <i>b. c. m.</i> | <i>cr. cum.</i> | 9 | |
| 2 | | | | | " | 2-3 | | 30.47 | 43 | 36 | 32 | | " | <i>cr. strat.</i> | 8 | |
| 3 | | | | | " | 2-3 | | 30.47 | 39 | 37 | 33 | | " | " | 8 | |
| 4 | | | | | <i>N. N. W. to N. N. E.</i> | 2-3 | | 30.47 | 38 | 41 | 37 | | " | " | 8 | |
| 5 | | | | | <i>N. N. W.</i> | 1-2 | | 30.48 | 37 | 39 | 36 | | <i>b. c.</i> | " | 9 | |
| 6 | | | | | " | 1-2 | | 30.49 | 36 | 36 | 34 | | " | " | 9 | |
| 7 | | | | | " | 0-1 | | 30.49 | 36 | 36 | 34 | | <i>b.</i> | <i>nm.</i> | 10 | |
| 8 | | | | | " | 0-1 | | 30.50 | 35 | 36 | 34 | | " | " | 10 | |
| 9 | | | | | " | 0-1 | | 30.49 | 35 | 35 | 34 | | " | " | 10 | |
| 10 | | | | | " | 0-1 | | 30.48 | 35 | 34 | 34 | | " | " | 10 | |
| 11 | | | | | <i>Calms</i> | 0 | | 30.47 | 35 | 34 | 34 | | " | " | 10 | |
| Mid. | | | | | " | 0 | | 30.48 | 35 | 34 | 34 | | " | " | 10 | |

under the command of

Commander F. W. Dickins
Monday, February 5

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Overnight to 4 A.M.

Overcast and squally. Sky clearing during last hours of watch. Moderate to fresh breeze from North to N.W. Barometer rising. Fire banked in Boiler A.

N. J. Hartman
Ensign U. S. N.

From 4 to 8 A.M.

Clear and cold. Moderate to fresh breeze from N.W. to North. Barometer rising. Fire banked in Boiler A. At 7.30 started steam launch from dock into the water. Put 9 wash stands on dock to turn into stove. Received 34 lbs. bread, 42 1/2 lbs. meat, 42 1/2 lbs. vegetables on board in Dept of Supplies and Accounts.

N. J. Hartman
Ensign U. S. N.

From 8 A.M. to Noon.

Clear, cool and pleasant. Moderate to fresh breeze in squalls from N.W. Crew engaged in transferring stores in Equipment Dept. from Morongahela to stove house and this ship J. Moore (Cox) about unclock leave. The following men from Yard employed on board: 4 in Engineering and 3 in Construction Departments. Banked fire in Boiler A.

Roger Welles, Jr.
Ensign U. S. N.

From Noon to 4 P.M.

Clear and cold. Gentle breeze from N.W. Crew engaged in transferring stores in Equipment Department to the Navy Yard and to this ship from the Morongahela. Three Navy Yard workmen and six in Engineering Dept. at work on board. One Electrician from Navy Yard overhauling electric bells. Received from W. F. F. Franklin, with bags and hammocks and necessary papers, Edward J. Snow Blacksmith, Patrick Kay and Leister Napp, Landmen. Philomachus steam launch preparing to trial, found the steam pistons of the fuel pump broken. Fire banked in Boiler A.

J. M. Nail
Lieutenant U. S. N.

From 4 to 6 P.M.

Generally clear and cool. Light air to gentle breeze from N.W. Following Yard men at work on board to 5 o'clock, 6 men in Engineering and 3 men in Construction Departments and one electrician. At 5.30 sent liberty men on shore. Fire banked in Boiler A.

Roger Welles, Jr.
Ensign U. S. N.

From 6 to 8 P.M.

Clear and cold. Light breeze from N.W. Fire banked in Boiler A.

J. M. Nail
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and cold. Light air from N.W. Fire banked in Boiler A. Calm last part of watch.

Examined and found to be correct.

J. M. Nail
Lieutenant U. S. N.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Wind Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Temp. of Clear Sky, in fths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock.</i> | <i>Balm</i> | 0 | | 30.48 | 35 | 34 | 34 | | <i>b. m.</i> | <i>cir. stal.</i> | 9 | |
| 2 | | | | | " | 0 | | 30.46 | 34 | 33 | 33 | | " | " | 9 | |
| 3 | | | | | " | 0 | | 30.44 | 34 | 33 | 33 | | " | " | 9 | |
| 4 | | | | | " | 0 | | 30.42 | 34 | 32 | 32 | | " | " | 8 | |
| 5 | | | | | " | 0 | | 30.46 | 35 | 30 | 30 | | " | " | 8 | |
| 6 | | | | | " | 0 | | 30.45 | 30 | 29 | 29 | | " | " | 7 | |
| 7 | | | | | <i>Trick</i> | 0-1 | | 30.45 | 29 | 28 | 28 | | " | " | 8 | |
| 8 | | | | | <i>S. by W.</i> | 1 | | 30.45 | 30 | 29 | 29 | | <i>b. m.</i> | <i>none</i> | 10 | |
| 9 | | | | | " | 1-2 | | 30.43 | 36 | 31 | 30 | | <i>b.</i> | " | 10 | |
| 10 | | | | | " | 2 | | 30.45 | 40 | 35 | 32 | | " | " | 10 | |
| 11 | | | | | <i>S. W.</i> | 2 | | 30.45 | 44 | 39 | 35 | | " | " | 10 | |
| Noon. | | | | | " | 1-2 | | 30.44 | 46 | 41 | 37 | | " | " | 10 | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R. knots. tenths.
 Longitude by D. R. " "
 Latitude by observations of ☉ " "
 Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 A. M. { Latitude by
 Longitude by

Position at 8 P. M. { Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " "

Error of the Compass by Azimuth ☉ observed at , ship's head " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, " "

Water remaining on hand fit for use at Noon, 2250 "

Coal consumed during the preceding 24 hours, tons 1900 lbs.

Coal remaining on hand at Noon, 166 " 2080 "

| | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|-------------------------|-----|--|-------|----|----|----|--|--------------|-------------------|----|--|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>S. by W.</i> | 1-2 | | 30.41 | 49 | 49 | 42 | | <i>b.</i> | <i>none</i> | 10 | |
| 2 | | | | | " | 1-2 | | 30.40 | 51 | 49 | 46 | | " | " | 10 | |
| 3 | | | | | " | 1-2 | | 30.39 | 51 | 46 | 48 | | " | " | 10 | |
| 4 | | | | | " | 1-2 | | 30.39 | 50 | 54 | 49 | | " | " | 10 | |
| 5 | | | | | <i>E. N. E.</i> | 1-2 | | 30.39 | 48 | 48 | 44 | | <i>b. m.</i> | " | 10 | |
| 6 | | | | | " | 1-2 | | 30.38 | 43 | 42 | 39 | | " | " | 10 | |
| 7 | | | | | <i>E. N. E. to East</i> | 1 | | 30.38 | 41 | 40 | 38 | | <i>b. m.</i> | <i>cir. stal.</i> | 8 | |
| 8 | | | | | <i>East.</i> | 1 | | 30.38 | 40 | 39 | 37 | | " | " | 8 | |
| 9 | | | | | " | 1 | | 30.38 | 40 | 38 | 36 | | <i>b.</i> | <i>none</i> | 10 | |
| 10 | | | | | " | 1 | | 30.38 | 38 | 37 | 35 | | " | " | 10 | |
| 11 | | | | | " | 1 | | 30.38 | 37 | 37 | 36 | | " | " | 10 | |
| Mid. | | | | | " | 1 | | 30.36 | 37 | 37 | 36 | | " | " | 10 | |

under the command of

Commander F. H. Dickins
Tuesday February 6

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and cold. Misty. Calm. Fire banked in Boiler A.

J. H. Nail

Lieutenant W. F. H.

From 4 to 8 A. M.

Clear and cold. Misty. Calm and light air from S. and S. W. Fire banked in Boiler A.

J. H. Nail

Lieutenant W. F. H.

From 8 A. M. to Noon.

Clear and cool. Light air to gentle breeze from S. by W. to S. W. J. H. Krescoe (Cox) was reported absent without leave. The following Navy yard workmen were aboard during this week, viz: 3 workmen in Construction Department and 6 workmen in Department of Steam Engineering. Filled Boiler B with water from yard. Received on board in the Construction Department 1 Sig. Fire banked in Boiler A.

N. P. Coleman

Ensign W. F. H.

From Noon to 4 P. M.

Clear and pleasant. Light air and breeze from N. N. W. William Sutton (Ch. D. M.) was transferred to Naval Hospital and his accounts to the U. S. Receiving Ship Franklin. 5 yard men employed on board in Engineering Department and 3 in Construction Dept. Received from U. S. Receiving Ship Franklin Charles Schmidt (B. M. 2nd Cl.) with bag hammer and necessary papers. The Acting assistant of C. B. Clements (Cox) was absent for a period of six months from Oct. 1st. Crew engaged in transferring stores from "Omaha" to stockroom and cleaning up the vessel. Banked fire in Boiler A. By order of Commanding Officer J. J. Jones (B. M. 2nd Cl.) and P. H. (Cox) was reduced to 3rd class engine for overhauling leave 1st time.

Roger Welles Jr.

Ensign W. F. H.

From 4 to 6 P. M.

Clear and pleasant. Light air to light breeze from N. N. W. to E. N. E. The following Navy yard workmen were on board: 3 men in Construction Department: 5 men in Department of Steam Engineering. Banked fire in Boiler A.

N. P. Coleman

Ensign W. F. H.

From 6 to 8 P. M.

Clear, cool and pleasant. Light air from E. N. E. to East. Barometer steady. Banked fire in Boiler A.

Roger Welles Jr.

Ensign W. F. H.

From 8 P. M. to Midnight.

Clear, cool and pleasant. Light air from East. Barometer steady. Banked fire in Boiler A.

Roger Welles Jr.

Ensign W. F. H.

Examined and found to be correct.

J. B. McIlroy, Navigator,
Lieutenant W. F. H.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Glass 5 ft. in air. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------|---------|-------------------|----------------|----------------|----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at 5 ft. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>East</i> | <i>0-1</i> | | <i>30.36</i> | <i>38</i> | <i>37</i> | <i>36</i> | <i>b.</i> | <i>None</i> | <i>10</i> | |
| 2 | | | | | <i>Calm</i> | <i>0</i> | | <i>30.34</i> | <i>38</i> | <i>37</i> | <i>36</i> | " | " | <i>10</i> | |
| 3 | | | | | " | <i>0</i> | | <i>30.32</i> | <i>37</i> | <i>36</i> | <i>35</i> | " | " | <i>10</i> | |
| 4 | | | | | " | <i>0</i> | | <i>30.29</i> | <i>37</i> | <i>36</i> | <i>35</i> | " | " | <i>10</i> | |
| 5 | | | | | <i>South</i> | <i>1</i> | | <i>30.31</i> | <i>37</i> | <i>36</i> | <i>35</i> | <i>b.c.</i> | <i>cum. str.</i> | <i>8</i> | |
| 6 | | | | | " | <i>1</i> | | <i>30.30</i> | <i>37</i> | <i>36</i> | <i>35</i> | " | " | <i>8</i> | |
| 7 | | | | | " | <i>1</i> | | <i>30.30</i> | <i>37</i> | <i>37</i> | <i>36</i> | " | " | <i>7</i> | |
| 8 | | | | | " | <i>1</i> | | <i>30.33</i> | <i>37</i> | <i>37</i> | <i>36</i> | " | " | <i>4</i> | |
| 9 | | | | | " | <i>1-2</i> | | <i>30.32</i> | <i>40</i> | <i>39</i> | <i>38</i> | <i>b.c.m.</i> | <i>cum. str.</i> | <i>1</i> | |
| 10 | | | | | <i>South to S.W.</i> | <i>1-2</i> | | <i>30.32</i> | <i>44</i> | <i>41</i> | <i>40</i> | " | " | <i>1</i> | |
| 11 | | | | | <i>S.W.</i> | <i>1-2</i> | | <i>30.31</i> | <i>46</i> | <i>43</i> | <i>41</i> | <i>o.c.m.</i> | " | <i>0</i> | |
| Noon. | | | | | " | <i>1-2</i> | | <i>30.29</i> | <i>49</i> | <i>48</i> | <i>43</i> | " | " | <i>0</i> | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|---------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |

Water expended during the preceding 24 hours,

250 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2000 "

Coal consumed during the preceding 24 hours,

tons 1700 lbs.

Coal remaining on hand at Noon,

166 " 380 "

| P. M. | | | | | | | | | | | | | | | |
|-------|--|----------------------|-------------------|------------|--------------|-----------|-----------|-----------|---------------|------------------|----------|--|--|--|--|
| 1 | | <i>Moved to Dock</i> | <i>S.W. by S.</i> | <i>2</i> | <i>30.24</i> | <i>50</i> | <i>46</i> | <i>43</i> | <i>o.c.m.</i> | <i>cum.</i> | <i>0</i> | | | | |
| 2 | | | " | <i>2</i> | <i>30.21</i> | <i>51</i> | <i>47</i> | <i>43</i> | " | " | <i>0</i> | | | | |
| 3 | | | <i>S.W.</i> | <i>2</i> | <i>30.20</i> | <i>52</i> | <i>49</i> | <i>44</i> | " | " | <i>0</i> | | | | |
| 4 | | | " | <i>1-2</i> | <i>30.17</i> | <i>53</i> | <i>50</i> | <i>45</i> | <i>b.o.m.</i> | <i>air. cum.</i> | <i>1</i> | | | | |
| 5 | | | <i>S.W.</i> | <i>1-2</i> | <i>30.16</i> | <i>51</i> | <i>49</i> | <i>45</i> | " | " | <i>1</i> | | | | |
| 6 | | | " | <i>1-2</i> | <i>30.15</i> | <i>49</i> | <i>47</i> | <i>45</i> | " | <i>cum. str.</i> | <i>5</i> | | | | |
| 7 | | | " | <i>1-2</i> | <i>30.13</i> | <i>47</i> | <i>46</i> | <i>43</i> | " | " | <i>6</i> | | | | |
| 8 | | | " | <i>1-2</i> | <i>30.13</i> | <i>47</i> | <i>44</i> | <i>42</i> | " | <i>cum. str.</i> | <i>2</i> | | | | |
| 9 | | | <i>S.W.</i> | <i>1-2</i> | <i>30.13</i> | <i>47</i> | <i>44</i> | <i>42</i> | " | " | <i>2</i> | | | | |
| 10 | | | " | <i>1-2</i> | <i>30.13</i> | <i>47</i> | <i>44</i> | <i>42</i> | " | " | <i>2</i> | | | | |
| 11 | | | " | <i>1-2</i> | <i>30.13</i> | <i>47</i> | <i>44</i> | <i>42</i> | <i>o.c.m.</i> | " | <i>0</i> | | | | |
| Mid. | | | " | <i>1-2</i> | <i>30.13</i> | <i>47</i> | <i>44</i> | <i>42</i> | " | " | <i>0</i> | | | | |

under the command of

Commander J. M. Dickens
Wednesday, February 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear, cool and pleasant. Light Easterly air and calms. Barometer falling. Banked fire in Boiler A.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Generally clear, cool and pleasant. Light air from South. Barometer rising. Banked fire in Boiler A. Received in Pay Department 34 lbs. bread, $4\frac{1}{2}$ lbs. beef, $4\frac{1}{2}$ lbs. vegetables, which passed inspection.

Roger Welles, Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Cloudy and mild. Light breeze from South. At 9.30 following men absent without leave: J. Keesom (Cook), P. Ray (Land), and W. J. Jolly (B. M. 2.c.). Crew engaged in getting on board, store in Equipment, Construction, Steam Engineering, Medical and Supplies and Accounts Departments. Shipyard port gangway and rigged out flying jib boom to sea all correct. Following workmen from Navy Yard engaged on board: 5 in Steam Engineering, 6 in Construction and one electrician. Fires banked in Boiler A. By order of the Commanding Officer the following acting appointments were made from this date: J. H. Brink (S. M. 1.c.), Thos. J. McKee (M. at A. 3.c.), Fred E. Coleman (Order 1.c.), John Bell (Coppersmith), John C. Drennon (Ch. E. Mate). Overcast and misty last half of watch.

John Noël
Lieutenant U. S. N.

From Merid. to 4 P. M.

Overcast and pleasant. Light breeze from S. W. by S. to S. by W. Received on board Equipment store in Equipment Department. The following men were granted acting appointments by order of the Commanding Officer, O. L. Norton Painter from Feb. 2, 1894, C. B. Keesom Quartermaster 1.c. from Feb. 1, 1894. The following Navy Yard workmen were aboard during this watch: One man in Dept of Steam Engineering; 6 men in Construction Dept. Banked fire in Boiler A. Received on board in Department of Supplies and Accounts \$2000⁰⁰ and £367 in English gold. By order of Commanding Officer Jas. Peterson was rated Chief Mate at Arms with an acting appointment.

N. P. Coleman
Ensign U. S. N.

From 4 to 6 P. M.

Cloudy and cool. Light air and breeze from S. by W. Received from W. & R. L. Franklin 2 Stoves (Sea) with bag and hammock. Navy Yard workmen employed on board until 5 see follows: one Steam Engineering; 6 Construction. Last liberty party ashore. Fires banked in Boiler A.

John Noël
Lieutenant U. S. N.

From 6 to 8 P. M.

Cloudy and cool. Light air to light breeze from S. W. Banked fire in Boiler A.

N. P. Coleman
Ensign U. S. N.

From 8 P. M. to Mid.

Overcast and damp. Light air to light breeze from S. W. P. Ray (Sick) and W. J. Jolly (B. M. 2.c.) returned on board 14 hours overdue. Banked fire in Boiler A.

Examined and found to be correct.

N. P. Coleman
Ensign U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots | Tenths | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Dep. of Clear Sky, in fms. | State of the Sea. |
|-------|-------|--------|------------------------|---|-----------------------------------|--|--------|-------|---------|-------------------------|----------------|-------------------|-------------------|----------------------|--------------------------------------|--------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d° | Air, Dry bulb. | Air, Wet bulb. | Water at surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | S. S. W. | | 1-2 | | | 30.10 | 48 | 45 | 44 | 0 c.m. | numb. | 0 | | |
| 2 | | | | | " | | 1-2 | | | 30.10 | 48 | 45 | 44 | " | " | 0 | | |
| 3 | | | | | " | | 1-2 | | | 30.09 | 48 | 45 | 44 | " | " | 0 | | |
| 4 | | | | | " | | 1-2 | | | 30.07 | 48 | 46 | 44 | b.c.m. | " | 4 | | |
| 5 | | | | | " | | 1 | | | 30.09 | 48 | 46 | 44 | " | " | 4 | | |
| 6 | | | | | Calm. | | 0 | | | 30.09 | 48 | 46 | 44 | 0 c.m. | " | 0 | | |
| 7 | | | | | S. S. W. | | 1 | | | 30.09 | 49 | 47 | 45 | " | " | 0 | | |
| 8 | | | | | " | | 1-2 | | | 30.09 | 51 | 48 | 47 | " | " | 0 | | |
| 9 | | | | | " | | 2-3 | | | 30.10 | 51 | 49 | 48 | 0 c.m. | " | 0 | | |
| 10 | | | | | " | | 2-3 | | | 30.12 | 51 | 50 | 50 | " | " | 0 | | |
| 11 | | | | | N. E. W. | | 2-3 | | | 30.15 | 52 | 51 | 52 | " | " | 0 | | |
| Noon. | | | | | " | | 2-3 | | | 30.13 | 52 | 51 | 52 | " | " | 0 | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | { Latitude by D. R. | 0 | 0 | " |
| | { Longitude by D. R. | 0 | 0 | " |
| | { Latitude by observations of ☉ | 0 | 0 | " |
| | { Longitude by chronometer from Forenoon Observations of ☉ | 0 | 0 | " |
| Position at 8 A. M. | { Latitude by | 0 | 0 | " |
| | { Longitude by | 0 | 0 | " |
| Position at 8 P. M. | { Latitude by | 0 | 0 | " |
| | { Longitude by | 0 | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-----------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | 0 | variation used. |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | 0 | variation used. |

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

1700 "

tons 1700 lbs.

165 - 720 "

| | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|---------------|--|-----|--|--|-------|----|----|----|--|--------|------|---|--|
| P. M. | | | | <i>Moved to Dock</i> | <i>N.E.W.</i> | | 1-2 | | | 30.10 | 54 | 52 | 52 | | 0 c.m. | numb | 0 | |
| 1 | | | | | | | 1-2 | | | 30.07 | 55 | 52 | 53 | | " | " | 0 | |
| 2 | | | | | | | 1-2 | | | 30.07 | 56 | 53 | 53 | | " | " | 0 | |
| 3 | | | | | | | 1-2 | | | 30.07 | 56 | 53 | 54 | | " | " | 0 | |
| 4 | | | | | | | 1 | | | 30.07 | 56 | 53 | 53 | | 0 c.m. | " | 0 | |
| 5 | | | | | <i>S.S.W.</i> | | 1 | | | 30.07 | 56 | 53 | 53 | | " | " | 0 | |
| 6 | | | | | | | 0-1 | | | 30.09 | 56 | 53 | 53 | | b.c. | cum. | 3 | |
| 7 | | | | | | | 0-1 | | | 30.09 | 56 | 53 | 52 | | " | " | 3 | |
| 8 | | | | | <i>Calm.</i> | | 0 | | | 30.03 | 55 | 52 | 52 | | " | " | 5 | |
| 9 | | | | | | | 0 | | | 30.03 | 55 | 52 | 52 | | " | " | 5 | |
| 10 | | | | | | | 0 | | | 30.00 | 55 | 53 | 53 | | " | " | 6 | |
| 11 | | | | | | | 0 | | | 29.99 | 56 | 53 | 52 | | " | " | 6 | |
| Mid. | | | | | | | 0 | | | | | | | | | | | |

under the command of

Commander F. W. Dickens
Thursday, February 8

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast and damp. Light air to light breeze from S. S. W. Barometer falling.
Banked fire in Boiler A.
N. P. Goldman
Ensign U. S. N.

From 4 to 8 A. M.

Overcast and damp. Calm to light breeze from S. S. W. Barometer steady. J. Whence
(Lor.) returned 72 hours on time. Banked fire in Boiler A. Scrubbed decks, ladders and gratings
with sand.

N. P. Goldman
Ensign U. S. N.

From 8 A. M. to Merid.

Overcast and rainy. Light air to gentle breeze from S. S. W. to N. S. W.
Barometer rising. Scrubbed paint work with soap and fresh water. Banked fire in Boiler A.
2 yards men in Construction Dept. and 3 in Engineers Dept. employed on board.

Roger Meller, Jr.
Ensign U. S. N.

From Merid. to 4 P. M.

Overcast and rainy. Gentle breeze from N. S. W. Immediately after 12, the fire
alarm rang in the Navy Yard. Sent an officer to report to the Captain of the Yard, who
reported that the alarm was on account of a defective flue in the quarters of Lieut. Riley,
and that the services of our crew would not be needed. Navy Yard workmen at work on board
as follows: Construction Dept. 4, Steam Engineering Dept. 3. Crew engaged in scraping deck, cleaning
up battery and other ship work. Fires banked in Boiler A.

York Nail
Lieutenant U. S. N.

From 4 to 6 P. M.

Overcast and misty. Light air from N. S. W. to S. S. W. Barometer steady.
4 yards men in Construction Dept. and 3 in Steam Engineering Dept. employed on board until
5.00. At 5.00 sent liberty party on shore. Banked fire in Boiler A.

Roger Meller, Jr.
Ensign U. S. N.

From 6 to 8 P. M.

Clearing weather. Light air from S. S. W. Fire banked in Boiler A.

York Nail
Lieutenant U. S. N.

From 8 P. M. to Mid.

Clear and pleasant. Calm. Fire banked in Boiler A.

York Nail
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Melton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction and Force of Surface Current. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|----------------------------|--------|-------|---------|-------------------|---------------|--------------|-----------|-----------------------------------|------------------------------|---|-------------------|
| | | | | | Direction by Standard Compass. | Speed by Standard Compass. | | | | Height in inches. | Ther. at 1/4. | Air, Wet. | Air, Dry. | Water at Surface. | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>S. S. W.</i> | <i>0-3</i> | | | | <i>29.99</i> | <i>56</i> | <i>54</i> | <i>54</i> | <i>b. c. g. num.</i> | <i>3</i> | | |
| 2 | | | | | <i>"</i> | <i>1-2</i> | | | | <i>29.91</i> | <i>56</i> | <i>54</i> | <i>54</i> | <i>b. c. m.</i> | <i>"</i> | <i>5</i> | |
| 3 | | | | | <i>"</i> | <i>1-2</i> | | | | <i>29.93</i> | <i>56</i> | <i>55</i> | <i>55</i> | <i>"</i> | <i>"</i> | <i>5</i> | |
| 4 | | | | | <i>"</i> | <i>2-3</i> | | | | <i>29.90</i> | <i>56</i> | <i>55</i> | <i>55</i> | <i>o. c. g. s.</i> | <i>"</i> | <i>0</i> | |
| 5 | | | | | <i>"</i> | <i>1</i> | | | | <i>29.91</i> | <i>59</i> | <i>57</i> | <i>57</i> | <i>o. c. v.</i> | <i>"</i> | <i>0</i> | |
| 6 | | | | | <i>South</i> | <i>1</i> | | | | <i>29.90</i> | <i>59</i> | <i>56</i> | <i>56</i> | <i>b. c. v. num.</i> | <i>1</i> | | |
| 7 | | | | | <i>"</i> | <i>1</i> | | | | <i>29.89</i> | <i>59</i> | <i>57</i> | <i>57</i> | <i>b. c.</i> | <i>"</i> | <i>2</i> | |
| 8 | | | | | <i>S. by W.</i> | <i>2</i> | | | | <i>29.90</i> | <i>50</i> | <i>59</i> | <i>59</i> | <i>"</i> | <i>"</i> | <i>3</i> | |
| 9 | | | | | <i>South</i> | <i>2-3</i> | | | | <i>29.91</i> | <i>63</i> | <i>61</i> | <i>62</i> | <i>"</i> | <i>"</i> | <i>5</i> | |
| 10 | | | | | <i>S. by W.</i> | <i>2-3</i> | | | | <i>29.91</i> | <i>65</i> | <i>63</i> | <i>64</i> | <i>"</i> | <i>"</i> | <i>4</i> | |
| 11 | | | | | <i>S. S. W.</i> | <i>3-4</i> | | | | <i>29.92</i> | <i>68</i> | <i>66</i> | <i>65</i> | <i>"</i> | <i>"</i> | <i>3</i> | |
| Noon. | | | | | <i>S. W. by W.</i> | <i>3-4</i> | | | | <i>29.89</i> | <i>70</i> | <i>68</i> | <i>65</i> | <i>"</i> | <i>"</i> | <i>3</i> | |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R.
 Longitude by D. R.
 Latitude by observations of ☉
 Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. Latitude by
 Longitude by

Position at 8 P. M. Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

| | | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|--------------|------------|--|--|--|--------------|-----------|-----------|-----------|-----------------|-----------------|----------|--|
| P. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>S. W.</i> | <i>3-4</i> | | | | <i>29.85</i> | <i>73</i> | <i>70</i> | <i>66</i> | <i>b. c.</i> | <i>o. c. m.</i> | <i>4</i> | |
| 2 | | | | | <i>"</i> | <i>3-4</i> | | | | <i>29.84</i> | <i>73</i> | <i>71</i> | <i>66</i> | <i>"</i> | <i>"</i> | <i>3</i> | |
| 3 | | | | | <i>"</i> | <i>3-4</i> | | | | <i>29.84</i> | <i>73</i> | <i>72</i> | <i>66</i> | <i>"</i> | <i>"</i> | <i>3</i> | |
| 4 | | | | | <i>"</i> | <i>3-4</i> | | | | <i>29.85</i> | <i>72</i> | <i>71</i> | <i>65</i> | <i>"</i> | <i>o. c. m.</i> | <i>2</i> | |
| 5 | | | | | <i>"</i> | <i>3-3</i> | | | | <i>29.86</i> | <i>71</i> | <i>70</i> | <i>65</i> | <i>b. c. m.</i> | <i>num.</i> | <i>1</i> | |
| 6 | | | | | <i>"</i> | <i>1-2</i> | | | | <i>29.86</i> | <i>69</i> | <i>68</i> | <i>65</i> | <i>"</i> | <i>o. c. m.</i> | <i>2</i> | |
| 7 | | | | | <i>"</i> | <i>1-2</i> | | | | <i>29.86</i> | <i>68</i> | <i>66</i> | <i>65</i> | <i>"</i> | <i>"</i> | <i>5</i> | |
| 8 | | | | | <i>South</i> | <i>1</i> | | | | <i>29.87</i> | <i>67</i> | <i>65</i> | <i>63</i> | <i>"</i> | <i>num.</i> | <i>2</i> | |
| 9 | | | | | <i>"</i> | <i>0-1</i> | | | | <i>29.88</i> | <i>67</i> | <i>64</i> | <i>63</i> | <i>"</i> | <i>"</i> | <i>2</i> | |
| 10 | | | | | <i>"</i> | <i>0-1</i> | | | | <i>29.88</i> | <i>67</i> | <i>64</i> | <i>63</i> | <i>o. c. m.</i> | <i>"</i> | <i>0</i> | |
| 11 | | | | | <i>"</i> | <i>0-1</i> | | | | <i>29.88</i> | <i>65</i> | <i>63</i> | <i>62</i> | <i>"</i> | <i>"</i> | <i>0</i> | |
| Mid. | | | | | <i>"</i> | <i>0-1</i> | | | | <i>29.88</i> | <i>64</i> | <i>62</i> | <i>61</i> | <i>"</i> | <i>"</i> | <i>0</i> | |

under the command of

Commander F. W. Dickins
Friday, February 9

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy and mild. Misty. Squally appearance. Rain last hour of watch. Light breeze from S.W. Fire banked in Boiler A.

John Noël

Lieutenant U.S.N.

From 4 to 8 A. M.

Overcast and cloudy. Raining first part of watch. Light breeze from South. Cloudy and misty last part of watch. Received in Dept. of Supplies and Accounts 34 lbs. bread, 42 1/2 lbs. beef, 4 1/2 lbs. vegetables which passed inspection. Crew banked in Boiler A.

John Noël

Lieutenant U.S.N.

From 8 A. M. to Noon.

Cloudy and mild. Light to moderate breeze from South to S.W. by N. Crew engaged in getting on board and stowing stores in Dept. Steam Engineering, Dept. of Supplies and Accounts, Equipment Dept. and Ordnance stores. The following men were engaged in work on board from the Yard, 3 men in Dept. Steam Engineering and 5 in Construction Dept. Fire banked in Boiler A.

N. P. Lockman

Ensign U.S.N.

From Noon to 4 P. M.

Cloudy but warm and pleasant. Gentle to moderate breeze from S.W. 3 yard men in Engineering Dept. and 5 in Construction Dept. at work on board. Crew engaged in stowing below Paymaster's and Equipment stores. Banked fire in Boiler A.

Roger Welles Jr.

Ensign U.S.N.

From 4 to 6 P. M.

Cloudy and mild. Gentle breeze to light air from S.W. Finished stowing Equipment stores and stores in Paymaster's storeroom. Banked fire in Boiler A.

N. P. Lockman

Ensign U.S.N.

From 6 to 8 P. M.

Cloudy but warm and pleasant. Light air and breeze from S.W. Barometer rising slowly. Fire banked in Boiler A.

Roger Welles Jr.

Ensign U.S.N.

From 8 P. M. to Midnight.

Overcast, mild and pleasant. Calm and light S.W. by N. air. Barometer steady. Banked fire in Boiler A.

Roger Welles Jr.

Ensign U.S.N.

Examined and found to be correct.

J. B. McIlhenny, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Wind, in 100 lbs. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|----------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Head. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | Calms | 0 | | | 29.88 | 62 | 62 | 61 | | o. c. m. | numb. | 0 | |
| 2 | | | | | " | 0 | | | 29.86 | 62 | 62 | 61 | | " | " | 0 | |
| 3 | | | | | " | 0 | | | 29.85 | 62 | 61 | 60 | | " | " | 0 | |
| 4 | | | | | " | 0 | | | 29.86 | 62 | 61 | 60 | | " | " | 0 | |
| 5 | | | | | " | 0 | | | 29.87 | 63 | 61 | 60 | | b. c. | " | 3 | |
| 6 | | | | | " | 0 | | | 29.89 | 63 | 61 | 60 | | o. c. | " | 0 | |
| 7 | | | | | S.W. | 1 | | | 29.94 | 63 | 61 | 60 | | b. c. | cum. numb. | 2 | |
| 8 | | | | | S.W. by E. | 1 | | | 29.95 | 63 | 61 | 60 | | " | strat. numb. | 1 | |
| 9 | | | | | " | 2-3 | | | 29.96 | 64 | 62 | 60 | | b. c. m. | cur. cum. | 3 | |
| 10 | | | | | " | 2-3 | | | 29.98 | 66 | 64 | 60 | | " | " | 4 | |
| 11 | | | | | " | 3-4 | | | 29.98 | 68 | 65 | 61 | | " | " | 6 | |
| Noon. | | | | | " | 3-4 | | | 30.00 | 72 | 69 | 60 | | " | " | 5 | |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R.
 Longitude by D. R.
 Latitude by observations of ☉
 Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. Latitude by
 Longitude by

Position at 8 P. M. Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

o " "

P. M.

| | | | | | | | | | | |
|------|---------------|----------|-----|-------|----|----|----|-------|--------|----|
| 1 | Moved to Dock | N. by E. | 2-3 | 30.01 | 73 | 69 | 60 | b. c. | circum | 4 |
| 2 | | West | 2-3 | 30.02 | 73 | 69 | 59 | " | stat | 7 |
| 3 | | N. by N. | 2-3 | 30.02 | 73 | 71 | 60 | " | circum | 8 |
| 4 | | S. by N. | 1-2 | 30.04 | 67 | 74 | 65 | " | circum | 9 |
| 5 | | N. by N. | 1-2 | 30.05 | 66 | 73 | 66 | " | circum | 8 |
| 6 | | " | 1-2 | 30.09 | 64 | 66 | 59 | " | " | 9 |
| 7 | | " | 0-1 | 30.10 | 63 | 62 | 56 | " | " | 9 |
| 8 | | Calms | 0 | 30.13 | 61 | 60 | 54 | b. | numb. | 10 |
| 9 | | " | 0 | 30.16 | 58 | 57 | 51 | " | " | 10 |
| 10 | | " | 0 | 30.19 | 57 | 55 | 49 | " | " | 10 |
| 11 | | " | 0 | 30.20 | 56 | 55 | 49 | " | " | 10 |
| Mid. | | " | 0 | 30.20 | 55 | 54 | 49 | " | " | 10 |

under the command of

Commander F. W. Dickins
Saturday, February 10

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast and mild. Calms. Barometer falling. Banked
fire in Boiler A.

Roger C. Wells Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Overcast and cloudy. Calms to light S.W. air. Barometer rising
rapidly. Received 34 lbs. fresh bread, 45 1/2 lbs. beef, and 42 1/2 lbs. vegetables which passed
inspection. Banked fire in Boiler A. Liberty men returned on time.

Roger C. Wells Jr.
Ensign U. S. N.

From 8 A. M. to Noon.

Clear and pleasant. Gentle to moderate breeze from S.W. by N. Crew
engaged in getting Equipment, Construction and Ordnance stores on board. Engineers fore
overhauling engines and boilers and testing steam launch. Navy Yard workmen employed on
board as follows: Construction 4, Steam Engineering 3, Ordnance 3. Fire banked in Boiler A.

John Nail
Lieutenant U. S. N.

From Noon to 4 P. M.

Cloudy and warm. Light to gentle breeze from N. by E. to N. by W. Crew
engaged clearing up decks. Banked fire in Boiler A. The following Yard workmen were on
board during the watch: 5 men in Dept. Steam Engineering, Ordnance 3 men, Construction 4 men.

N. P. Coleman
Ensign U. S. N.

From 4 to 6 P. M.

Clear and pleasant. Light breeze from N. W. but liberty party ashore. Workmen
from Navy Yard employed on board as follows until 5 P. M. Steam Engineering 3, Construction 1. Fire
banked in Boiler A.

John Nail
Lieutenant U. S. N.

From 6 to 8 P. M.

Clear and pleasant. Light air to gentle breeze from N. W. Fire banked in
Boiler A.

N. P. Coleman
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear, calm and pleasant. Fire banked in Boiler A.

N. P. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heav. | Leeway. | BAROMETER TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Current, by symbols. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|-----------------------------------|-----------------------------|---|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>Calm</i> | | 0 | | | 30.22 | 55.54 | 49 | <i>b.</i> | <i>sm.</i> | 10 |
| 2 | | | | | " | | 0 | | | 30.22 | 55.54 | 49 | " | " | 10 |
| 3 | | | | | " | | 0 | | | 30.23 | 54.54 | 49 | " | " | 10 |
| 4 | | | | | " | | 0 | | | 30.24 | 53.53 | 49 | " | " | 10 |
| 5 | | | | | " | | 0 | | | 30.25 | 51.51 | 49 | <i>b.c.</i> | <i>cum.</i> | 7 |
| 6 | | | | | " | | 0 | | | 30.26 | 50.49 | 46 | " | " | 4 |
| 7 | | | | | <i>S. by E.</i> | | 0-1 | | | 30.26 | 49.49 | 47 | <i>c.c.</i> | <i>cum. str.</i> | 0 |
| 8 | | | | | " | | 0-1 | | | 30.26 | 49.49 | 47 | <i>b.c.</i> | " | 0 |
| 9 | | | | | " | | 0-1 | | | 30.31 | 51.52 | 48 | " | " | 2 |
| 10 | | | | | <i>S. by E. to N. N. E.</i> | | 0-1 | | | 30.33 | 55.56 | 51 | " | <i>cum.</i> | 2 |
| 11 | | | | | <i>N. N. E.</i> | | 0-1 | | | 30.34 | 60.56 | 51 | " | " | 2 |
| Noon. | | | | | " | | 0-1 | | | 30.35 | 62.61 | 55 | " | " | 3 |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R.
 Longitude by D. R.
 Latitude by observations of ☉
 Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. { Latitude by
 Longitude by

Position at 8 P. M. { Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots tenths

0 " "
 0 " "
 0 " "
 0 " "
 0 " "
 0 " "

variation used,

variation used,

300 gallons.

800

tons 900 lbs.

163 1400

| P. M. | | | | | | | | | | | | | | | |
|-------|----------------------|-----------------|-----|-------|-------|----|---------------|--------------|---|--|--|--|--|--|--|
| 1 | <i>Moved to Dock</i> | <i>N. N. E.</i> | 1-2 | 30.32 | 62.61 | 56 | <i>b.c.m.</i> | <i>curr.</i> | 3 | | | | | | |
| 2 | | <i>Calm</i> | 0 | 30.32 | 62.62 | 57 | " | " | 2 | | | | | | |
| 3 | | " | 0 | 30.32 | 62.62 | 57 | " | " | 1 | | | | | | |
| 4 | | <i>S. by E.</i> | 0-1 | 30.31 | 60.60 | 55 | <i>c.c.m.</i> | " | 0 | | | | | | |
| 5 | | " | 0-1 | 30.32 | 59.59 | 54 | " | " | 0 | | | | | | |
| 6 | | <i>Calm</i> | 0 | 30.32 | 57.57 | 54 | " | " | 0 | | | | | | |
| 7 | | " | 0 | 30.33 | 55.56 | 53 | " | " | 0 | | | | | | |
| 8 | | <i>S. by E.</i> | 0-1 | 30.33 | 54.54 | 51 | " | " | 0 | | | | | | |
| 9 | | " | 0-1 | 30.29 | 53.53 | 50 | <i>b.c.m.</i> | " | 2 | | | | | | |
| 10 | | " | 0-1 | 30.29 | 53.52 | 50 | " | " | 1 | | | | | | |
| 11 | | " | 0-1 | 30.29 | 52.51 | 49 | " | " | 1 | | | | | | |
| Mid. | | " | 0-1 | 30.27 | 52.51 | 49 | " | " | 1 | | | | | | |

under the command of

Commander F. W. Dickinson
Sunday February 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear, calm and pleasant. Fire banked in Boiler A.

N. P. Lockman
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and cool. Calms to light air from S. S. W. Fire banked in Boiler A.

N. P. Lockman
Ensign U. S. N.

From 8 A. M. to Noon

Cloudy but pleasant. Light variable and. Barometer rising At 10.00 mustered crew at Quarters. Banked fire in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

From Noon to 4 P. M.

Cloudy and pleasant. Hazy. Calm and light air from S. N. E. to S. E. Sent liberty party ashore. Fire banked in Boiler A.

J. M. Noël
Lieutenant U. S. N.

From 4 to 6 P. M.

Cloudy, but pleasant. Calm and light air from S. E. Banked fire in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

From 6 to 8 P. M.

Overcast and hazy. Calm and light air from S. by E. Fire banked in Boiler A.

J. M. Noël
Lieutenant U. S. N.

From 8 P. M. to Mid.

Overcast and misty. Occasional glimpses of the moon. Light air from S. by E. Fire banked in Boiler A.

J. M. Noël
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in fols. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|---------|------------------------|-------------|---------------|----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, by Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | S. by E. | 0-1 | | 30.29 | 51 | 51 | 48 | b.c.m. | unib. | 1 | |
| 2 | | | | | " | 0-1 | | 30.30 | 51 | 51 | 48 | " | " | 0 | |
| 3 | | | | | " | 0-1 | | 30.27 | 51 | 51 | 47 | " | " | 0 | |
| 4 | | | | | " | 0-1 | | 30.23 | 51 | 50 | 45 | " | " | 0 | |
| 5 | | | | | E. S. E. | 1 | | 30.21 | 51 | 49 | 46 | " | " | 0 | |
| 6 | | | | | East | 1-2 | | 30.18 | 49 | 47 | 47 | " | " | 0 | |
| 7 | | | | | E. N. E. | 2-3 | | 30.16 | 48 | 46 | 46 | " | " | 0 | |
| 8 | | | | | " | 3 | | 30.14 | 49 | 46 | 46 | " | " | 0 | |
| 9 | | | | | East | 3 | | 30.08 | 49 | 46 | 46 | " | " | 0 | |
| 10 | | | | | " | 3-4 | | 30.01 | 48 | 47 | 47 | " | " | 0 | |
| 11 | | | | | " | 3-4 | | 29.97 | 49 | 47 | 47 | " | " | 0 | |
| Noon. | | | | | " | 3-4 | | 29.89 | 49 | 48 | 49 | " | " | 0 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-----------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, |

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

500 "

Coal consumed during the preceding 24 hours,

tons 1650 lbs.

Coal remaining on hand at Noon,

162-1990 "

| | | | | | | | | | | | | | | | |
|-------|--|--|--|---------------|----------|-----|--|-------|----|----|----|--------|-------|---|--|
| P. M. | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | East | 3-4 | | 29.74 | 52 | 50 | 56 | " | unib. | 0 | |
| 2 | | | | | " | 3-4 | | 29.76 | 53 | 51 | 52 | " | " | 0 | |
| 3 | | | | | S. S. E. | 3-1 | | 29.69 | 54 | 53 | 54 | " | " | 0 | |
| 4 | | | | | " | 0-1 | | 29.65 | 54 | 55 | 56 | " | " | 0 | |
| 5 | | | | | S. by E. | 0-1 | | 29.62 | 60 | 58 | 57 | b.c.m. | unib. | 3 | |
| 6 | | | | | " | 1-3 | | 29.57 | 62 | 61 | 62 | b.c.m. | unib. | 1 | |
| 7 | | | | | S. S. E. | 2-3 | | 29.55 | 63 | 62 | 62 | b.c.m. | unib. | 7 | |
| 8 | | | | | " | 2-3 | | 29.54 | 63 | 62 | 61 | " | " | 8 | |
| 9 | | | | | " | 3-4 | | 29.54 | 64 | 61 | 62 | b.c. | unib. | 8 | |
| 10 | | | | | S. by S. | 3-4 | | 29.54 | 65 | 62 | 61 | b.c. | unib. | 9 | |
| 11 | | | | | " | 3 | | 29.55 | 64 | 59 | 59 | " | " | 7 | |
| Mid. | | | | | " | 1-2 | | 29.55 | 65 | 64 | 64 | " | " | 0 | |

under the command of

Commander F. W. Dickens
Monday, February 12

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast and misty. Light air from S. by E to E S E. Tides
banked in Boiler A. Light drizzling rain last hour.

J. M. Nail
Lieutenant U. S. N.

From 4 to 8 A. M.

Overcast and raining. Light to gentle breeze from E. S. E. to E N. E. Tides
banked in Boiler A.

J. M. Nail
Lieutenant U. S. N.

From 8 A. M. to Noon

Overcast and raining. Gentle to moderate breeze from East. Barometer falling.
Received in Dept of Supplies and Accounts 34 lbs. bread, 42 1/2 lbs. fresh beef, 42 1/2 lbs. vegetables.
Lieut York Nail was detached from this ship and placed on waiting orders. Received on board
tarpaulins in Equipment Dept. Banked fires in Boiler A.

J. P. Colman
Ensign U. S. N.

From Noon to 4 P. M.

Overcast rainy and misty. Gentle to moderate breeze from East. to S. E.
Barometer falling. Received 2700 gallons fresh water from water boat. Unshackled 30 fathoms, sheet
chain and shackled 15 fathoms of it on each bow chain. Banked fires in Boiler A. Found net
monthly money. Received on board stores in Equipment Ensign. Department

Roger Welles Jr
Ensign U. S. N.

From 4 to 6 P. M.

Cloudy and pleasant. Raining during last hour. Calm to light air from S. by E.
Barometer falling. By order of the Commanding Officer the following acting appointments were issued
A. W. Shaw, Chief St. W. from Oct. 7, 1894, James Henry German from Feb. 2, 1894, James Longan, Alor from
Feb. 2, 1894. Banked fires in Boiler A.

J. P. Colman
Ensign U. S. N.

From 6 to 8 P. M.

Cloudy and misty and raining. Light to gentle breeze from S. E. Barometer falling.
Banked fires in Boiler A.

Roger Welles Jr
Ensign U. S. N.

From 8 P. M. to Midnight

Cloudy with passing rain squalls. Gentle to moderate breeze from S. E. to S. by E.
Barometer steady Banked fires in Boiler A.

Roger Welles Jr
Ensign U. S. N.

Examined and found to be correct.

J. B. M.ilton, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard Norfolk Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Gale, by symbols. | Temp. of Clear Sky, in Fahren. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|------------|-------|------------------------|-------------------|---------------|----------------|----------------|-----------------------------------|------------------------------|----------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Wind. | Leeway. | Height in inches. | Ther. air &c. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | <i>Moved to Dock</i> | <i>N. W.</i> | <i>2-4</i> | | | <i>29.57</i> | <i>52</i> | <i>54</i> | <i>52</i> | | <i>b. c. g. p. cum. 0</i> | | | |
| 1 | | | | | " | <i>2-4</i> | | | <i>29.60</i> | <i>51</i> | <i>53</i> | <i>52</i> | | <i>b. c. g. cum. 0</i> | | | |
| 2 | | | | | " | <i>2-4</i> | | | <i>29.62</i> | <i>49</i> | <i>49</i> | <i>48</i> | | " | " | <i>7</i> | |
| 3 | | | | | " | <i>2-4</i> | | | <i>29.64</i> | <i>46</i> | <i>47</i> | <i>46</i> | | " | " | <i>7</i> | |
| 4 | | | | | " | <i>2</i> | | | <i>29.73</i> | <i>47</i> | <i>45</i> | <i>45</i> | | <i>b. c.</i> | " | <i>4</i> | |
| 5 | | | | | " | <i>1-2</i> | | | <i>29.77</i> | <i>45</i> | <i>45</i> | <i>44</i> | | " | <i>cum. 0</i> | <i>4</i> | |
| 6 | | | | | <i>N. W.</i> | <i>2</i> | | | <i>29.81</i> | <i>45</i> | <i>43</i> | <i>42</i> | | " | <i>cum. 0</i> | <i>2</i> | |
| 7 | | | | | <i>N. W.</i> | <i>2</i> | | | <i>29.91</i> | <i>44</i> | <i>43</i> | <i>41</i> | | <i>b. c.</i> | " | <i>0</i> | |
| 8 | | | | | " | <i>2</i> | | | <i>29.92</i> | <i>44</i> | <i>43</i> | <i>43</i> | | " | " | <i>2</i> | |
| 9 | | | | | " | <i>2</i> | | | <i>29.98</i> | <i>48</i> | <i>45</i> | <i>46</i> | | " | " | <i>2</i> | |
| 10 | | | | | <i>N. W. to N. E. W.</i> | <i>2</i> | | | <i>30.01</i> | <i>48</i> | <i>45</i> | <i>44</i> | | " | " | <i>2</i> | |
| 11 | | | | | <i>N. W. to North</i> | <i>2</i> | | | <i>30.04</i> | <i>50</i> | <i>48</i> | <i>46</i> | | " | " | <i>2</i> | |
| Noon. | | | | | | | | | | | | | | | | | |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R. Longitude by D. R. Latitude by observations of ☉ Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. Latitude by Longitude by

Position at 8 P. M. Latitude by Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *received* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

| | | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|--------------------|------------|--|--|--------------|-----------|-----------|-----------|--|---------------------|---------------|----------|--|
| P. M. | | | | <i>Moved to Dock</i> | <i>N. N. E.</i> | <i>2-3</i> | | | <i>30.06</i> | <i>50</i> | <i>48</i> | <i>46</i> | | <i>b. c.</i> | <i>cum. 0</i> | <i>6</i> | |
| 1 | | | | | " | <i>2</i> | | | <i>30.07</i> | <i>48</i> | <i>48</i> | <i>46</i> | | <i>b. c.</i> | " | <i>0</i> | |
| 2 | | | | | <i>N. E. by E.</i> | <i>2</i> | | | <i>30.09</i> | <i>46</i> | <i>47</i> | <i>45</i> | | " | " | <i>0</i> | |
| 3 | | | | | " | <i>1-2</i> | | | <i>30.12</i> | <i>46</i> | <i>45</i> | <i>44</i> | | " | " | <i>0</i> | |
| 4 | | | | | " | <i>1-2</i> | | | <i>30.15</i> | <i>45</i> | <i>44</i> | <i>43</i> | | " | " | <i>0</i> | |
| 5 | | | | | <i>N. E.</i> | <i>2-3</i> | | | <i>30.16</i> | <i>46</i> | <i>44</i> | <i>42</i> | | " | " | <i>0</i> | |
| 6 | | | | | " | <i>2-3</i> | | | <i>30.19</i> | <i>46</i> | <i>43</i> | <i>41</i> | | " | " | <i>0</i> | |
| 7 | | | | | " | <i>2-3</i> | | | <i>30.25</i> | <i>45</i> | <i>43</i> | <i>41</i> | | <i>b. c.</i> | " | <i>4</i> | |
| 8 | | | | | " | <i>2-3</i> | | | <i>30.29</i> | <i>43</i> | <i>41</i> | <i>40</i> | | <i>b. c. cum. 0</i> | " | <i>5</i> | |
| 9 | | | | | " | <i>2-3</i> | | | <i>30.29</i> | <i>42</i> | <i>40</i> | <i>39</i> | | " | " | <i>6</i> | |
| 10 | | | | | " | <i>3-5</i> | | | <i>30.29</i> | <i>41</i> | <i>40</i> | <i>39</i> | | " | <i>cum. 0</i> | <i>8</i> | |
| 11 | | | | | " | <i>3-5</i> | | | <i>30.31</i> | <i>40</i> | <i>39</i> | <i>38</i> | | <i>b. c. cum. 0</i> | <i>cum. 0</i> | <i>4</i> | |
| Mid. | | | | | | | | | | | | | | | | | |

under the command of

Commander F. W. Dickins
Tuesday, February 13

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy with squalls. Light to moderate breeze from N. W. Barometer rising. Banked fire in Boiler A.

Roguel Wells Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and cool. Light to moderate breeze from N. W. to N. N. W. Barometer rising rapidly. Banked fire in Boiler A.

Roguel Wells Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Gentle breeze N. W. to North. Cloudy and cool. Engaged in getting stores on board. Received in Equipment Department two wagon loads of sails and other stores. One man on board at work in Steam Engineering. Lieut. W. L. Purcell, U. S. N. reported on board for duty. About 9.30 the U. S. S. Vestal came in and went alongside wharf near the dry dock. Temperature of magazines 41° forward, 43° aft.

J. B. McIlton,
Lieutenant U. S. N.

From Merid. to 4 P. M.

Cloudy and cool. Light to gentle breeze from N. E. to N. by N. Received on board in Ordnance Dept. the ammunition for this ship. Received in Equipment Dept. port fire and rockets. The following yards worked over on board: 1 man in Dept. Steam Engineering and 3 men in Ordnance Dept. Banked fire in Boiler A. Commanding Officer of the U. S. S. Vestal paid an official visit to the Commanding Officer of this vessel. By order of Commanding Officer J. F. White (S. 10.10) was ordered to 3rd class conduct for outstaying leave 16 hours.

N. A. Coleman
Ensign U. S. N.

From 4 to 6 P. M.

Gentle breeze from N. E. by N and N. E. Cloudy and cool. Engaged in taking on board and storing ammunition.

J. B. McIlton,
Lieutenant U. S. N.

From 6 to 8 P. M.

Cloudy and cool. Light to gentle breeze from N. E. Barometer rising. Finished storing ammunition in magazines and locked magazines. Banked fire in Boiler A.

N. A. Coleman
Ensign U. S. N.

From 8 P. M. to Mid.

Cloudy and cool. Light to stiff breeze from N. E. Barometer rising. Banked fire in Boiler A.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock Navy Yard Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force and Direction of Surface Current. | Force and Direction of Under Current. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------|-------|---------|-------------------------|---------------|----------------|----------------|-----------------------------------|-----------------------------|---|---------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | | Height in inches. | Therm. at 1'. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>N. E.</i> | <i>2.4</i> | | | <i>30.29</i> | <i>39</i> | <i>39</i> | <i>38</i> | <i>b. c. g. m.</i> | <i>cum.</i> | | | <i>3</i> |
| 2 | | | | | " | <i>3.5</i> | | | <i>30.29</i> | <i>38</i> | <i>38</i> | <i>37</i> | " | " | | | <i>3</i> |
| 3 | | | | | " | <i>2.3</i> | | | <i>30.31</i> | <i>38</i> | <i>38</i> | <i>37</i> | " | " | | | <i>4</i> |
| 4 | | | | | " | <i>2.</i> | | | <i>30.32</i> | <i>39</i> | <i>39</i> | <i>38</i> | <i>b. c. m.</i> | <i>cum. inc.</i> | | | <i>6</i> |
| 5 | | | | | " | <i>2.</i> | | | <i>30.32</i> | <i>37</i> | <i>37</i> | <i>35</i> | " | <i>inc.</i> | | | <i>7</i> |
| 6 | | | | | " | <i>2.</i> | | | <i>30.33</i> | <i>37</i> | <i>37</i> | <i>36</i> | " | <i>cum. thick.</i> | | | <i>4</i> |
| 7 | | | | | " | <i>2.</i> | | | <i>30.37</i> | <i>38</i> | <i>38</i> | <i>37</i> | " | " | | | <i>2</i> |
| 8 | | | | | " | <i>2.</i> | | | <i>30.39</i> | <i>38</i> | <i>38</i> | <i>37</i> | " | " | | | <i>1</i> |
| 9 | | | | | " | <i>2.3</i> | | | <i>30.39</i> | <i>40</i> | <i>39</i> | <i>38</i> | " | <i>cum. thick.</i> | | | <i>1</i> |
| 10 | | | | | " | <i>2.3</i> | | | <i>30.38</i> | <i>41</i> | <i>39</i> | <i>39</i> | <i>o. c. m.</i> | " | | | <i>0</i> |
| 11 | | | | | " | <i>2.3</i> | | | <i>30.36</i> | <i>40</i> | <i>39</i> | <i>39</i> | <i>o. c. a.</i> | " | | | <i>0</i> |
| Noon. | | | | | " | <i>2.3</i> | | | <i>30.34</i> | <i>40</i> | <i>39</i> | <i>39</i> | " | " | | | <i>0</i> |

Course and distance made good since preceding noon by observations,

| | | | |
|---------------------|--|--------|---------|
| Position at Noon: | Latitude by D. R. | knots. | tenths. |
| | Longitude by D. R. | | |
| | Latitude by observations of ☉ | | |
| | Longitude by chronometer from Forenoon Observations of ☉ | | |
| Position at 3 A. M. | Latitude by | | |
| | Longitude by | | |
| Position at 3 P. M. | Latitude by | | |
| | Longitude by | | |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|--|--|
| Error of the Compass by Azimuth ☉ observed at | ship's head | | |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | | |
| Error of the Compass by Azimuth ☉ observed at | ship's head | | |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | | |

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2500 "

Coal consumed during the preceding 24 hours,

2 tons 820 lbs.

Coal remaining on hand at Noon,

159 - 810 "

| | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|--------------------|------------|--|--|--------------|-----------|-----------|-----------|--|--------------------|--------------|----------|--|--|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>E. N. E.</i> | <i>2.3</i> | | | <i>30.33</i> | <i>39</i> | <i>38</i> | <i>38</i> | | <i>o. c. a. w.</i> | <i>numb.</i> | <i>0</i> | | |
| 2 | | | | | " | <i>2.</i> | | | <i>30.31</i> | <i>39</i> | <i>38</i> | <i>38</i> | | " | " | <i>0</i> | | |
| 3 | | | | | " | <i>2.</i> | | | <i>30.21</i> | <i>40</i> | <i>39</i> | <i>38</i> | | <i>o. c. a. w.</i> | " | <i>0</i> | | |
| 4 | | | | | " | <i>2.</i> | | | <i>30.21</i> | <i>40</i> | <i>39</i> | <i>38</i> | | <i>o. c. a.</i> | " | <i>0</i> | | |
| 5 | | | | | " | <i>2.</i> | | | <i>30.15</i> | <i>41</i> | <i>39</i> | <i>39</i> | | " | " | <i>0</i> | | |
| 6 | | | | | " | <i>2.</i> | | | <i>30.13</i> | <i>42</i> | <i>40</i> | <i>39</i> | | " | " | <i>0</i> | | |
| 7 | | | | | <i>N. E. by E.</i> | <i>2.</i> | | | <i>30.11</i> | <i>43</i> | <i>40</i> | <i>40</i> | | " | " | <i>0</i> | | |
| 8 | | | | | <i>N. E.</i> | <i>2.3</i> | | | <i>30.08</i> | <i>43</i> | <i>41</i> | <i>41</i> | | " | " | <i>0</i> | | |
| 9 | | | | | " | <i>2.3</i> | | | <i>30.01</i> | <i>44</i> | <i>42</i> | <i>42</i> | | " | " | <i>0</i> | | |
| 10 | | | | | " | <i>2.3</i> | | | <i>29.94</i> | <i>44</i> | <i>42</i> | <i>42</i> | | " | " | <i>0</i> | | |
| 11 | | | | | " | <i>2.3</i> | | | <i>29.91</i> | <i>45</i> | <i>43</i> | <i>44</i> | | " | " | <i>0</i> | | |
| Mid. | | | | | " | <i>3.1</i> | | | <i>29.82</i> | <i>45</i> | <i>44</i> | <i>45</i> | | " | " | <i>0</i> | | |

under the command of

Commander F. W. Dickins
Wednesday, February 14

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bazy and cool. Light to gentle breeze with light squalls from N.E. Barometer rising. Banked fires in Boiler A.

N. N. Lockman
Ensign U. S. N.

From 4 to 8 A.M.

Bazy and cool. Light breeze from N.E. Barometer rising. Received in Dept. Supplies and Accurate 34 lb. bread, 42 1/2 lbs. meat, 42 1/2 lbs. vegetables. Banked fires in Boiler A. At 4 o'clock started fires in Boilers C and D.

N. N. Lockman
Ensign U. S. N.

From 8 A.M. to Noon

Cloudy all the watch; overcast last three hours. Snowing last two hours. Light to gentle breeze from N.E. At 11 o'clock started engine for trial. Received store on board in Equipment and Ordnance Department. Our machinist from Navy Yard at work in Engineers Department. Joseph Sherman Cox received this day a permanent appointment as Coxswain to date from August 1, 1893. Temperature of magazine 37° forenoon, 39° aft.

J. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Light to gentle breeze from E.N.E. Overcast, raining and a little sleet. At 2 o'clock stopped steaming on account of forward eccentric pins getting jammed. The Commanding Officer paid an official visit to the Commanding Officer of the *Recluse*. Mr. J. Wilkie (M. A. S. C.) left the ship on leave of absence for one week, with permission to join the ship at Newport. Fires banked in Boilers A, C and D.

J. B. McIlton,
Lieutenant U. S. N.

From 4 to 6 P.M.

Light breeze from E.N.E. Overcast and cloudy. Raining. Fires banked in Boilers A, C and D.

J. Purcell
Lieutenant U. S. N.

From 6 to 8 P.M.

Overcast, cloudy and raining. Light breeze from E.N.E. Fires banked in Boilers A, C and D.

J. B. McIlton,
Lieutenant U. S. N.

From 8 P.M. to Midnight

Light to gentle breeze from N.E. by E to N.E. Overcast, cloudy and raining. Fires banked in Boilers A, C and D.

J. B. McIlton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton, ^{brigadier,}
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | State of the Weather, by symbols. | | Forma of Clouds, by symbols. | | Temp. of Air, Surface. | | Temp. of Water, 5 fms. below surface. | | State of the Sea. | |
|-------|--------|---------|-----------------------|-------------------------------------|--------------|--------------------------------|--|--------|-------|---------|-------------------|-------------|----------------|-----------------------------------|-------------------|------------------------------|--------|------------------------|--|---------------------------------------|--|-------------------|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log | COURSE STEERED by Standard Compass. | | Direction by Standard Compass. | | Force. | Heel. | Leeway. | Height in inches. | Ther. at'd. | Air, Wet Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock. | N.E. to S.E. | 1-2 | | | | | 29.73 | 46 | 44 | 45 | | o.c.v. | numb | | | | | 0 | |
| 2 | | | | | S.E. to N.W. | 1-2 | | | | | 29.68 | 48 | 46 | 46 | | o.c.v. | " | | | | | 0 | |
| 3 | | | | | N.W. | 1-2 | | | | | 29.64 | 48 | 47 | 47 | | " | " | | | | | 0 | |
| 4 | | | | | " | 1-2 | | | | | 29.61 | 48 | 47 | 47 | | o.c.d. | " | | | | | 0 | |
| 5 | | | | | N.W. | 1-2 | | | | | 29.65 | 46 | 44 | 45 | | o.c.v. | " | | | | | 0 | |
| 6 | | | | | N.W. by N. | 1 | | | | | 29.65 | 43 | 44 | 44 | | " | " | | | | | 0 | |
| 7 | | | | | " | 2-3 | | | | | 29.66 | 41 | 42 | 41 | | " | " | | | | | 0 | |
| 8 | | | | | " | 2-3 | | | | | 29.63 | 39 | 39 | 39 | | " | " | | | | | 0 | |
| 9 | | | | | N. by E. | 2-3 | | | | | 29.64 | 40 | 39 | 39 | | o.c.v. | " | | | | | 0 | |
| 10 | | | | | West | 1-2 | | | | | 29.60 | 40 | 38 | 38 | | o.c. | " | | | | | 0 | |
| 11 | | | | | " | 1 | | | | | 29.61 | 40 | 38 | 38 | | " | " | | | | | 0 | |
| Noon. | | | | | " | 2-3 | | | | | 29.61 | 41 | 39 | 39 | | " | cloudy | | | | | 0 | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 3 A. M.: Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 3 P. M.: Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | |
|---|-------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head |
| Error of the Compass by Azimuth ☉ observed at | ship's head |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head |

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2220

Coal consumed during the preceding 24 hours,

3 tons 80 lbs.

Coal remaining on hand at Noon,

156 - 730

| | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|-----------------|------------|--|--|--|--------------|-----------|-----------|-----------|---------------|-------------------|----------|--|--|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>N.W.</i> | <i>2-3</i> | | | | <i>29.61</i> | <i>42</i> | <i>41</i> | <i>40</i> | <i>b.c.</i> | <i>cum</i> | <i>2</i> | | |
| 2 | | | | <i>"</i> | <i>"</i> | <i>2-3</i> | | | | <i>29.62</i> | <i>49</i> | <i>44</i> | <i>43</i> | <i>"</i> | <i>dis. cum</i> | <i>2</i> | | |
| 3 | | | | <i>"</i> | <i>"</i> | <i>2-3</i> | | | | <i>29.63</i> | <i>51</i> | <i>46</i> | <i>46</i> | <i>"</i> | <i>cum</i> | <i>2</i> | | |
| 4 | | | | <i>"</i> | <i>"</i> | <i>3</i> | | | | <i>29.65</i> | <i>49</i> | <i>46</i> | <i>45</i> | <i>"</i> | <i>"</i> | <i>2</i> | | |
| 5 | | | | <i>"</i> | <i>"</i> | <i>3</i> | | | | <i>29.65</i> | <i>48</i> | <i>46</i> | <i>44</i> | <i>"</i> | <i>"</i> | <i>2</i> | | |
| 6 | | | | <i>"</i> | <i>N. by E.</i> | <i>4</i> | | | | <i>29.72</i> | <i>47</i> | <i>45</i> | <i>43</i> | <i>"</i> | <i>cum. stat.</i> | <i>3</i> | | |
| 7 | | | | <i>"</i> | <i>N. by E.</i> | <i>4</i> | | | | <i>29.75</i> | <i>46</i> | <i>44</i> | <i>42</i> | <i>"</i> | <i>"</i> | <i>3</i> | | |
| 8 | | | | <i>"</i> | <i>"</i> | <i>4</i> | | | | <i>29.77</i> | <i>46</i> | <i>43</i> | <i>41</i> | <i>"</i> | <i>"</i> | <i>3</i> | | |
| 9 | | | | <i>"</i> | <i>"</i> | <i>3-4</i> | | | | <i>29.79</i> | <i>45</i> | <i>42</i> | <i>40</i> | <i>b.c.g.</i> | <i>dis. cum</i> | <i>2</i> | | |
| 10 | | | | <i>"</i> | <i>"</i> | <i>3-4</i> | | | | <i>29.84</i> | <i>43</i> | <i>39</i> | <i>38</i> | <i>"</i> | <i>"</i> | <i>2</i> | | |
| 11 | | | | <i>"</i> | <i>"</i> | <i>3-4</i> | | | | <i>29.89</i> | <i>42</i> | <i>38</i> | <i>37</i> | <i>"</i> | <i>"</i> | <i>1</i> | | |
| Mid. | | | | <i>"</i> | <i>N.W.</i> | <i>4-5</i> | | | | <i>29.91</i> | <i>40</i> | <i>38</i> | <i>36</i> | <i>"</i> | <i>"</i> | <i>3</i> | | |

under the command of

Commander J. A. D. Jones
Thursday February 19

J. A. D. Jones

1874

RECORD OF THE MONTHLY RAINFALL OF THE YEAR

February 19 to 20

Light breeze from the West cloudy and rainy. Rain fell 1.0 inch at 6 and 8.

J. A. D. Jones
Lieutenant J. A. D.

February 20 to 21

Light to gentle breeze from the West to the North West and rainy. Rain fell 1.0 inch at 6 and 8.

J. A. D. Jones
Lieutenant J. A. D.

February 21 to 22

Light to gentle breeze from the West. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8.

J. A. D. Jones
Lieutenant J. A. D.

February 22 to 23

Light to gentle breeze from the West. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8.

J. A. D. Jones
Lieutenant J. A. D.

February 23 to 24

Light to gentle breeze from the West. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8.

J. A. D. Jones
Lieutenant J. A. D.

February 24 to 25

Light to gentle breeze from the West. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8.

J. A. D. Jones
Lieutenant J. A. D.

February 25 to 26

Light to moderate breeze from the West. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8. Rain fell 1.0 inch at 6 and 8.

J. A. D. Jones
Lieutenant J. A. D.

February 26 to 27

J. A. D. Jones
Lieutenant J. A. D.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.
Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock. | N. N. W. | 4.6 | | 29.93 | 38 | 36 | 34 | | b. c. g. | cir. cum. | 5 | |
| 2 | | | | | " | 4.6 | | 29.96 | 36 | 36 | 33 | | " | " | 6 | |
| 3 | | | | | " | 4.6 | | 29.99 | 36 | 34 | 32 | | " | " | 4 | |
| 4 | | | | | " | 4.5 | | 30.03 | 35 | 34 | 32 | | " | " | 4 | |
| 5 | | | | | " | 4.6 | | 30.12 | 35 | 33 | 30 | | " | " | 7 | |
| 6 | | | | | " | 4.5 | | 30.18 | 35 | 32 | 29 | | " | " | 7 | |
| 7 | | | | | " | 2 | | 30.21 | 35 | 32 | 30 | | b. c. | " | 8 | |
| 8 | | | | | " | 2 | | 30.22 | 32 | 32 | 29 | | " | " | 8 | |
| 9 | | | | | " | 2.3 | | 30.28 | 32 | 32 | 29 | | " | cir. cum. | 9 | |
| 10 | | | | | " | 2.3 | | 30.29 | 38 | 34 | 31 | | " | " | 9 | |
| 11 | | | | | " | 3.4 | | 30.34 | 40 | 37 | 33 | | " | " | 9 | |
| Noon. | | | | | " | 3.4 | | 30.35 | 41 | 38 | 35 | | b. m. | none. | 10 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time. knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | " | " | variation used, |
| Error of the Compass by Azimuth ☉ observed at | ship's head | " | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | " | " | variation used, 0 |

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

1900 "
 2 tons 1020 lbs.
 153 " 1980 "

| | | | | | | | | | | | | | | | | |
|-------|--|--|--|---------------|----------|-----|--|-------|----|----|----|--|-------|-----------|----|--|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N. S. W. | 3 | | 30.35 | 44 | 44 | 39 | | b. m. | none | 10 | |
| 2 | | | | | East. | 2.3 | | 30.36 | 47 | 48 | 42 | | b. m. | cir. cum. | 9 | |
| 3 | | | | | " | 4.5 | | 30.37 | 45 | 47 | 41 | | " | " | 9 | |
| 4 | | | | | " | 4.5 | | 30.40 | 45 | 47 | 42 | | b. m. | none | 10 | |
| 5 | | | | | " | 3.4 | | 30.42 | 43 | 44 | 41 | | " | " | 10 | |
| 6 | | | | | " | 3.4 | | 30.46 | 42 | 40 | 38 | | " | " | 10 | |
| 7 | | | | | " | 3.1 | | 30.48 | 42 | 40 | 38 | | " | " | 10 | |
| 8 | | | | | " | 1 | | 30.50 | 41 | 39 | 37 | | " | " | 10 | |
| 9 | | | | | " | 0.1 | | 30.54 | 38 | 37 | 35 | | " | " | 10 | |
| 10 | | | | | Balm | 0 | | 30.55 | 38 | 36 | 34 | | " | " | 10 | |
| 11 | | | | | " | 0 | | 30.56 | 36 | 35 | 34 | | " | " | 10 | |
| Mid. | | | | | " | 0 | | 30.56 | 36 | 35 | 34 | | " | " | 10 | |

under the command of

Commander J. W. Dickens
Friday, February 16

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from N. N. W. blowing stiff to fresh in squalls. Clear and cold. Banked fires under Boiler A.

H. Russell

Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate to light breeze from N. N. W. blowing stiff to fresh in squalls fresh part. Clear and cold. Banked fires under Boiler A. Received the board for use of crew, Department Supplies and Accounts, 30 lbs fresh beef, 30 lbs fresh vegetables and 24 lbs fresh bread.

H. Russell

Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and cold. Light to fresh breeze from N. N. W. with light squalls. Barometer rising. Crew engaged stowing heavy ball gear and clearing up decks. Made preparations for hoisting in steam launch. Two yard schooner hove in board during this watch in Dept. Steam Engineering. By order of the Bureau of Navigation the acting appointment of H. L. Walden as Assistant Master class has been revoked and he is detailed to Steamers from this date. Banked fires in Boiler A. Temperature of magazines 34° forward, 36° aft.

N. P. Holman

Ensign U. S. N.

From Merid. to 4 P.M.

Clear, cool and pleasant. Gentle to stiff westerly breeze. Barometer rising. 3 yard man at work in Engineer Dept. and 2 in Ordnance Dept. Received store in Equipment Ordnance and Engineering Dept. Hoisted steam launch. Banked fires in Boiler A. By order of Commanding Officer F. W. (S. M. 1.0.) was reduced to 4th class conduct for mistaking leave 51 hours.

Roger Cheller, Jr.
Ensign U. S. N.

From 4 to 6 P.M.

Clear and cool. Moderate to light breeze from West. Transferred H. L. Walden (Sear) to the U. S. R. S. Franklin. Banked fires in Boiler A.

N. P. Holman
Ensign U. S. N.

From 6 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from West. Barometer rising. Banked fires in Boiler A.

Roger Cheller, Jr.
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light westerly air and calm. Barometer rising. Banked fires in Boiler A.

Roger Cheller, Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. Moilton
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tails. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|--------|------------------------|-------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock. Calm</i> | | 0 | | 30.55 | 35 | 34 | 33 | b. | none | 10 | |
| 2 | | | | " | | 0 | | 30.56 | 35 | 34 | 33 | " | " | 10 | |
| 3 | | | | " | | 0 | | 30.57 | 34 | 33 | 32 | " | " | 10 | |
| 4 | | | | " | | 0 | | 30.57 | 33 | 32 | 31 | " | " | 10 | |
| 5 | | | | " | | 0 | | 30.56 | 32 | 31 | 31 | " | " | 10 | |
| 6 | | | | " | | 0 | | 30.58 | 32 | 31 | 30 | b.c. | cum. | 7 | |
| 7 | | | | <i>S. P. E.</i> | | 1 | | 30.59 | 32 | 32 | 30 | " | cum. et al. | 4 | |
| 8 | | | | " | | 2 | | 30.60 | 33 | 32 | 31 | " | " | 6 | |
| 9 | | | | <i>S. by E.</i> | | 2 | | 30.65 | 37 | 35 | 33 | " | " | 4 | |
| 10 | | | | " | | 2 | | 30.66 | 42 | 38 | 36 | " | " | 3 | |
| 11 | | | | " | | 2.3 | | 30.65 | 46 | 43 | 39 | " | cum. et al. | 3 | |
| Noon. | | | | " | | 2.3 | | 30.65 | 48 | 46 | 42 | " | " | 2 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "
 Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "
 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used,

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, 1 ton 1060 lbs.

Coal remaining on hand at Noon, 152 " 890 "

| P. M. | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|-----------------|-----|--|-------|----|----|----|--------|-----------|---|--|
| 1 | | | | <i>Moved to Dock</i> | <i>South</i> | 2.3 | | 30.61 | 52 | 49 | 42 | b.c. | cum. cum. | 5 | |
| 2 | | | | " | <i>S. by E.</i> | 2.3 | | 30.60 | 56 | 53 | 47 | " | " | 6 | |
| 3 | | | | " | " | 2.3 | | 30.56 | 53 | 54 | 48 | " | " | 8 | |
| 4 | | | | " | " | 2.3 | | 30.52 | 55 | 54 | 49 | " | " | 9 | |
| 5 | | | | " | <i>South</i> | 2.3 | | 30.50 | 55 | 54 | 49 | b.c.m. | " | 9 | |
| 6 | | | | " | <i>S. P. E.</i> | 2.3 | | 30.50 | 54 | 54 | 49 | " | " | 9 | |
| 7 | | | | " | " | 1.2 | | 30.48 | 54 | 49 | 47 | " | " | 6 | |
| 8 | | | | " | " | 1.2 | | 30.47 | 50 | 49 | 47 | " | " | 3 | |
| 9 | | | | " | " | 1.2 | | 30.44 | 50 | 49 | 46 | " | " | 3 | |
| 10 | | | | " | " | 1.2 | | 30.43 | 50 | 49 | 46 | " | " | 3 | |
| 11 | | | | " | " | 1.2 | | 30.42 | 50 | 48 | 46 | " | " | 2 | |
| Mid. | | | | " | " | 2.3 | | 30.41 | 50 | 48 | 46 | " | " | 2 | |

under the command of

Commander F. W. Dickens
Saturday, February 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.
in Boiler A.

Clear and pleasant. Calm. Barometer rising. Bunked fire

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and cool. Calm and light air and breeze from S. E. Barometer rising. Received 23 lbs. bread, 30 lbs. beef, and 30 lbs. vegetables, which passed inspection. Bunked fire in Boiler A.

Roger Welles, Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Light to gentle breeze from S. by E. Cloudy and cool. Engaged in hauling sails. Our Navy yard workmen at work in Engineers Department. Received dock in Equipment Department. Received on board from the Franklin John P. Lynch (Fireman i. c.) with his transfer papers. Fire bunked in Boiler A. F. Work (B. M. 1 class) about without leave. Temperature of magazine 34° forward, 36° aft.

J. B. McIlhenny
Lieutenant U. S. N.

From Merid. to 4 P. M.

Generally clear and pleasant. Light to gentle breeze from South to S. E. by S. Barometer falling. Finished hauling fore and aft sails, set fore topsail and forewail; sheeted home main topsail, then took in and furl'd sail and squared yards. Two workmen on board from Yard in Equipment Dept. and 1 in Steam Engineering. Fire bunked in Boiler A.

N. J. Holman
Ensign U. S. N.

From 4 to 6 P. M.

Light to gentle breeze from South. Clear and cool. Tent liberty party ashore. Fire bunked in Boiler A.

J. B. McIlhenny
Lieutenant U. S. N.

From 6 to 8 P. M.

Cloudy and mild. Light to gentle breeze from S. E. Barometer falling. Bunked fire in Boiler A.

N. J. Holman
Ensign U. S. N.

From 8 P. M. to Mid.

Cloudy and pleasant. Moonlight at times. Light air to gentle breeze from S. E. Bunked fire in Boiler A.

Examined and found to be correct.

Ensign U. S. N.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COMPASS STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, dry Bulb. | Air, Wet Bulb. | Water Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | S. by E. | 2.3 | | 30.35 | 55 | 53 | 51 | | b.c.m. | var. cum. | 2 | |
| 2 | | | | | " | 3 | | 30.32 | 56 | 54 | 52 | | " | " | 2 | |
| 3 | | | | | " | 3.4 | | 30.27 | 57 | 54 | 52 | | " | " | 2 | |
| 4 | | | | | " | 3.4 | | 30.26 | 57 | 55 | 53 | | " | " | 1 | |
| 5 | | | | | " | 3.6 | | 30.25 | 58 | 57 | 54 | | a.c.g.v. | var. cum. | 0 | |
| 6 | | | | | " | 3.6 | | 30.24 | 59 | 57 | 55 | | " | " | 0 | |
| 7 | | | | | South | 3.4 | | 30.25 | 58 | 56 | 55 | | " | " | 0 | |
| 8 | | | | | " | 3 | | 30.26 | 57 | 55 | 55 | | O.b.m.v. | " | 0 | |
| 9 | | | | | S. by W. | 2.3 | | 30.26 | 56 | 56 | 55 | | O.C.N. | " | 0 | |
| 10 | | | | | S by W. | 2.3 | | 30.24 | 57 | 57 | 56 | | O.C. | var. | 0 | |
| 11 | | | | | " | 2.3 | | 30.23 | 58 | 58 | 57 | | " | " | 0 | |
| Noon. | | | | | S. by E. | 2.3 | | 30.21 | 59 | 59 | 58 | | " | var. cum. | 0 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " " variation used. 0

Error of the Compass by Azimuth ☉ observed at , ship's head " " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " " variation used. 0

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1300 "

Coal consumed during the preceding 24 hours, tons 1600 lbs.

Coal remaining on hand at Noon, 151 " 1630 "

| P. M. | | | | | | | | | | | | | | | | |
|-------|--|--|---------------|----------|-----|--|--|-------|----|----|----|--|------|-----------|---|--|
| 1 | | | Moved to Dock | S. by E. | 2.3 | | | 30.19 | 59 | 58 | 57 | | O.C. | var. cum. | 0 | |
| 2 | | | | " | 2.3 | | | 30.18 | 59 | 58 | 57 | | " | " | 0 | |
| 3 | | | | N. by W. | 2.3 | | | 30.17 | 59 | 59 | 58 | | b.c. | var. cum. | 2 | |
| 4 | | | | " | 2.3 | | | 30.16 | 62 | 60 | 59 | | " | " | 2 | |
| 5 | | | | " | 1.2 | | | 30.16 | 62 | 63 | 59 | | " | " | 2 | |
| 6 | | | | " | 1 | | | 30.17 | 62 | 66 | 58 | | " | " | 2 | |
| 7 | | | | " | 1 | | | 30.19 | 61 | 59 | 57 | | " | var. | 8 | |
| 8 | | | | " | 1 | | | 30.19 | 60 | 57 | 56 | | " | " | 9 | |
| 9 | | | | South | 1 | | | 30.20 | 59 | 56 | 55 | | " | " | 1 | |
| 10 | | | | S by W. | 0-1 | | | 30.21 | 57 | 56 | 55 | | " | var. cum. | 7 | |
| 11 | | | | S. by W. | 0-1 | | | 30.21 | 56 | 55 | 54 | | " | " | 4 | |
| Mid. | | | | " | 1 | | | 30.21 | 55 | 54 | 53 | | " | " | 5 | |

under the command of

Commander F. W. Dickins
Sunday February 18

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy and pleasant. Light to gentle breeze with light squalls from S. by E. Banked fire in Boiler A.

N. P. Colman
Ensign U. S. N.

From 4 to 8 A. M.

Overcast and mild. Raining during last two hours of watch. Gentle breeze with frequent squalls from S. by E. to South. Banked fire in Boiler A.

N. P. Colman
Ensign U. S. N.

From 8 A. M. to Merid.

Light to gentle breeze from S. by W. to S. W. by S. Overcast and cloudy. Rain first hour. Banked fire under Boiler A. F. O. ord. (B. M. class) about without leave. Temperature of magazine 57° forward, 59° aft.

J. H. Russell
Lieutenant U. S. N.

From Merid. to 4 P. M.

Light to gentle breeze from S. W. by S. and N. S. W. Cloudy and pleasant. Fire banked in Boiler A.

J. B. McIlhen
Lieutenant U. S. N.

From 4 to 6 P. M.

Light air and breeze from N. S. W. Cloudy. Banked fire under Boiler A.

J. H. Russell
Lieutenant U. S. N.

From 6 to 8 P. M.

Light air from N. S. W. Clear and pleasant. Fire banked in Boiler A.

J. B. McIlhen
Lieutenant U. S. N.

From 8 P. M. to Merid.

Light air from South to S. W. Fair and pleasant. Fire banked in Boiler A.

J. B. McIlhen
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhen
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|-------------------------|--------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in fathoms. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | <i>Moved to Dock</i> | <i>Calm</i> | 0 | | | 30.18 | 55 | 54 | 53 | | <i>b.c.f.</i> | <i>cur. cum.</i> | 7 | |
| 1 | | | | | " | 0 | | | 30.18 | 55 | 54 | 53 | | " | " | 7 | |
| 2 | | | | | " | 0 | | | 30.18 | 55 | 53 | 53 | | " | " | 2 | |
| 3 | | | | | " | 0 | | | 30.18 | 54 | 53 | 53 | | " | " | 2 | |
| 4 | | | | | <i>S. by E.</i> | 1 | | | 30.19 | 53 | 53 | 53 | | <i>b.c.f.</i> | <i>cur. cum.</i> | 1 | |
| 5 | | | | | " | 1 | | | 30.19 | 53 | 53 | 53 | | <i>b.c.f.</i> | — | 0 | |
| 6 | | | | | <i>N. by E.</i> | 1 | | | 30.19 | 54 | 53 | 53 | | <i>b.c.f.</i> | <i>cur.</i> | 1 | |
| 7 | | | | | " | 1 | | | 30.21 | 54 | 54 | 54 | | <i>b.c.f.</i> | — | 0 | |
| 8 | | | | | " | 1 | | | 30.19 | 55 | 55 | 55 | | <i>b.c.f.</i> | <i>numb.</i> | 0 | |
| 9 | | | | | " | 1 | | | 30.19 | 57 | 56 | 55 | | " | " | 0 | |
| 10 | | | | | " | 1 | | | 30.19 | 58 | 56 | 56 | | " | " | 0 | |
| 11 | | | | | " | 1 | | | 30.19 | 59 | 57 | 57 | | " | " | 0 | |
| Noon. | | | | | " | 1 | | | | | | | | | | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "
 Position at 8 A. M. { Latitude by 0 " "
 Longitude by 0 " "
 Position at 8 P. M. { Latitude by 0 " "
 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

10 00 "
 1 TONS 160 lbs.
 150 " 1370 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|----------------------|-----------------|-----|-------|----|----|----|-------------|------------------|---|--|--|--|--|--|--|--|
| 1 | <i>Moved to Dock</i> | <i>S. by E.</i> | 1 | 30.15 | 64 | 60 | 59 | <i>b.c.</i> | <i>cur. cum.</i> | 7 | | | | | | | |
| 2 | | <i>S. by E.</i> | 1 | 30.13 | 67 | 61 | 60 | " | " | 5 | | | | | | | |
| 3 | | <i>South</i> | 1-2 | 30.10 | 68 | 64 | 61 | " | " | 6 | | | | | | | |
| 4 | | <i>S. by E.</i> | 2-3 | 30.08 | 68 | 67 | 61 | " | " | 9 | | | | | | | |
| 5 | | " | 2-3 | 30.07 | 67 | 66 | 61 | " | " | 9 | | | | | | | |
| 6 | | " | 2-3 | 30.07 | 66 | 64 | 60 | " | " | 9 | | | | | | | |
| 7 | | " | 2 | 30.06 | 63 | 62 | 58 | " | <i>air stat.</i> | 7 | | | | | | | |
| 8 | | " | 2 | 30.05 | 63 | 60 | 57 | " | <i>cur. cum.</i> | 6 | | | | | | | |
| 9 | | " | 2-3 | 30.05 | 61 | 59 | 55 | " | <i>cur.</i> | 5 | | | | | | | |
| 10 | | " | 2-3 | 30.01 | 59 | 59 | 56 | " | " | 6 | | | | | | | |
| 11 | | " | 2-3 | 30.00 | 59 | 59 | 57 | " | <i>cur. cum.</i> | 8 | | | | | | | |
| Mid. | | " | 2-3 | 30.03 | 59 | 58 | 57 | " | " | 8 | | | | | | | |

under the command of

Commander F. W. Dickins
Monday, February 19

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Calm, cloudy and foggy. Fires banked in Boilers A.

J. B. McIlton,
Lieutenant U. S. N.

From 4 to 8 A. M.

Calm and light air from S. W. to N. by S. Cloudy and foggy. Fires banked in Boiler A. Received in Dept. Supplies and Accounts, 24 lbs. fresh bread, 30 lbs. fresh beef and 30 lbs. fresh vegetables.

J. B. McIlton,
Lieutenant U. S. N.

From 8 A. M. to Merid.

Overcast and misty. Light air from S. W. Barometer steady. Crew engaged in securing boats etc. for sea. Boat mastsail. At 11:00 F. Wood (B. M. 10) returned 51 hours overtime. Banked fires in Boiler A. Temperature of magazine 37° forward, 39° aft.

Roger Welles Jr.
Ensign U. S. N.

From Merid. to 4 P. M.

Light air to gentle breeze from South to S. W. by S. Clear. Engaged in making preparations for sea. Banked fires under Boiler A. The Commanding Officer paid an official visit to the Commanding Officer of the "Mistromali".

J. B. Purcell
Lieutenant U. S. N.

From 4 to 6 P. M.

Generally clear and pleasant. Light to gentle breeze from S. W. Barometer steady. Banked fires in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

From 6 to 8 P. M.

Light breeze from S. W. Clear. Banked fires under Boiler A.

J. B. Purcell
Lieutenant U. S. N.

From 8 P. M. to Mid.

Light to gentle breeze from S. W. Clear. Banked fires under Boiler A.

J. B. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log | COURSES STEERED by Standard Compass. | WIND. | | Lowsy. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|-----------------------|--------------------------------------|--------------------------------|--------|--------|------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N. N. W. | 1-3 | | 30.08 | 59 | 59 | 58 | b. o. p. | cir. cum. | 4 | |
| 2 | | | | | | 1-2 | | 30.08 | 58 | 58 | 57 | b. c. | " | 7 | |
| 3 | | | | | N. W. by N. | 2-3 | | 30.10 | 57 | 57 | 56 | " | " | 6 | |
| 4 | | | | | N. E. | 3-4 | | 30.11 | 52 | 51 | 50 | b. | none. | 10 | |
| 5 | | | | | " | 3-4 | | 30.18 | 49 | 49 | 47 | b. c. | cir. cum. | 8 | |
| 6 | | | | | N. E. by E. | 3 | | 30.19 | 49 | 48 | 46 | " | " | 8 | |
| 7 | | | | | N. E. | 3 | | 30.24 | 48 | 46 | 44 | " | cir. cum. | 7 | |
| 8 | | | | | " | 3 | | 30.26 | 48 | 46 | 44 | " | " | 6 | |
| 9 | | | | | " | 3-4 | | 30.28 | 57 | 47 | 44 | " | " | 6 | |
| 10 | | | | | " | 3-4 | | 30.30 | 52 | 48 | 45 | " | " | 6 | |
| 11 | | | | | " | 3-4 | | 30.31 | 52 | 50 | 46 | " | " | 4 | |
| Noon. | | | | | " | 3 | | 30.31 | 53 | 51 | 49 | " | " | 4 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by 0 " "
 Longitude by 0 " "

Position at 8 P. M. Latitude by 0 " "
 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "
 Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 "
 Error of the Compass by Azimuth ☉ observed at , ship's head " "
 Deviation of the Compass by Azimuth ☉ observed at , ship's head " "

Water expended during the preceding 24 hours,

300 gallons.

Water *received* during the preceding 24 hours,

2000 "

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

tons 1400 lbs.

Coal remaining on hand at Noon,

149 " 2210 "

| | | | | | | | | | | | | | | | |
|-------|--|--|--|---------------|-------------|-----|--|-------|----|----|----|-------|-----------|---|--|
| P. M. | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N. E. by E. | 3 | | 30.30 | 55 | 55 | 50 | b. c. | cir. cum. | 7 | |
| 2 | | | | | " | 3 | | 30.29 | 54 | 53 | 48 | " | " | 7 | |
| 3 | | | | | E. by N. | 3 | | 30.28 | 54 | 53 | 48 | " | " | 5 | |
| 4 | | | | | " | 3 | | 30.27 | 52 | 52 | 46 | " | " | 5 | |
| 5 | | | | | East | 3 | | 30.27 | 51 | 50 | 46 | " | cir. cum. | 4 | |
| 6 | | | | | " | 2 | | 30.27 | 50 | 50 | 46 | " | " | 4 | |
| 7 | | | | | E. S. E. | 2 | | 30.26 | 50 | 47 | 45 | " | " | 4 | |
| 8 | | | | | E. N. E. | 1-2 | | 30.25 | 49 | 47 | 45 | " | cir. cum. | 2 | |
| 9 | | | | | " | 1-2 | | 30.22 | 49 | 46 | 45 | " | cir. cum. | 2 | |
| 10 | | | | | S. E. by E. | 1-2 | | 30.19 | 49 | 46 | 45 | " | " | 3 | |
| 11 | | | | | " | 1 | | 30.16 | 49 | 46 | 46 | " | " | 4 | |
| Mid. | | | | | S. E. | 1 | | 30.13 | 49 | 46 | 46 | " | " | 4 | |

under the command of

Commander F. W. Dickens
Tuesday, February 20

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Light air to moderate breeze from N. N. W. to N. E., passing shows first snow. Fair to clear. Baked fire under Boiler A.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A. M.

Gentle to moderate breeze from N. E. and N. E. by E. Clear. Baked fire under Boiler A. At 7 o'clock loaded sail.

J. H. Purcell
Lieutenant U. S. N.

From 8 A. M. to Noon.

Cloudy and cool. Gentle to moderate breeze from N. E. At 10 o'clock furled sail and squared yards. Hired life buoy and found them in working order. Secured boats for sea. Received on board in Equipment Dept. 2000 gallons fresh water. Baked fire in Boiler A. Temperature of magazines 35° forward, 36° aft.

N. P. Lockman
Ensign U. S. N.

From Noon to 4 P. M.

Cloudy, but pleasant. Gentle breeze from N. E. to E. by S. Barometer falling. The Commanding Officer of the U. S. S. McIntosh paid an official call to the Commanding Officer of this ship. Crew engaged in securing ship for sea. Received in Equipment Dept. 2 barrels of illuminating oil. Baked fire in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 6 P. M.

Cloudy and cool. Gentle breeze from East to E. by N. Baked fire in Boiler A.

N. P. Lockman
Ensign U. S. N.

From 6 to 8 P. M.

Cloudy and cool. Light breeze from East to E. N. E. Received on board from W. F. R. T. Franklin, E. Brandt (Sb. Mr.) and Lee D. McAdams (Sb. Mr.) with bags and hammocks for passage to Newport R. I. Baked fire in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy, but pleasant. Light air and breeze from E. N. E. to S. E. Barometer falling. Baked fire in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Thud Rate,

Moored to Dock, Navy Yard, Norfolk, Va., and Making passage to Newport, R.I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in fifts. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | | | |
| A. M. | | | | | | | | | | | | | | |
| 1 | | | | Moored to Dock | E. N. E. | 1 | 30.12 | 48 | 47 | 46 | b.c. | circum. | 3 | |
| 2 | | | | | " | 1 | 30.11 | 48 | 47 | 46 | " | " | 0 | |
| 3 | | | | | E. S. E. | 1 | 30.10 | 48 | 48 | 46 | " | " | 0 | |
| 4 | | | | | " | 1 | 30.08 | 48 | 48 | 47 | " | " | 0 | |
| 5 | | | | | South | 1 | 30.10 | 49 | 48 | 47 | " | " | 0 | |
| 6 | | | | | E. S. E. | 1 | 30.09 | 49 | 48 | 47 | " | " | 0 | |
| 7 | | | | | S. E. | 1 | 30.10 | 50 | 49 | 48 | " | " | 0 | |
| 8 | | | | | S. E. by N. | 2 | 30.10 | 51 | 50 | 49 | " | " | 0 | |
| 9 | | | | | N. E. by E. | 1-2 | 30.12 | 54 | 52 | 51 | O. c. m. | " | 0 | |
| 10 | | | | | " | 1 | 30.15 | 56 | 54 | 53 | " | " | 0 | |
| 11 | | | | | N. E. by N. | 1-2 | 30.15 | 57 | 56 | 55 | " | " | 0 | |
| Noon. | | | | Underway | " | 1 | 30.15 | 57 | 56 | 55 | " | " | 0 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | " | " | variation used, |
| Error of the Compass by Azimuth ☉ observed at | ship's head | " | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | " | " | variation used, 0 |

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

2400 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

4 tons 40 lbs.

Coal remaining on hand at Noon,

145 " 2170 "

| P. M. | | | | | | | | | | | | | | |
|-------|--------------|----------------|----------|-----|-------|----|----|----|-------------|---------|---|--|--|--|
| 1 | Standing out | Various course | N. E. | 3-4 | 30.10 | 49 | 46 | 46 | b.c. m. | circum. | 2 | | | |
| 2 | | Foraging Ship | " | 3 | 30.10 | 48 | 46 | 46 | " | " | 2 | | | |
| 3 | | " | " | 3 | 30.10 | 48 | 47 | 46 | " | " | 2 | | | |
| 4 | | " | " | 3 | 30.10 | 47 | 47 | 46 | " | " | 2 | | | |
| 5 | At anchor | South | E. N. E. | 3 | 30.10 | 48 | 47 | 46 | " | circum. | 2 | | | |
| 6 | | " | E. by N. | 3 | 30.10 | 48 | 47 | 46 | O. c. m. v. | circum. | 0 | | | |
| 7 | | " | " | 3 | 30.13 | 48 | 47 | 46 | " | " | 0 | | | |
| 8 | | " | " | 3 | 30.19 | 48 | 46 | 45 | O. c. | " | 0 | | | |
| 9 | | E. by N. | " | 3-4 | 30.14 | 46 | 44 | 43 | O. c. n. | " | 0 | | | |
| 10 | | E. by N. | " | 3-4 | 30.13 | 47 | 44 | 43 | O. c. | " | 0 | | | |
| 11 | | E. by N. | " | 3-4 | 30.14 | 46 | 44 | 43 | " | " | 0 | | | |
| Mid. | | N. E. by E. | N. E. | 4-5 | 30.14 | 44 | 43 | 42 | O. c. g. n. | " | 0 | | | |

under the command of

Commander F. W. Dickin
Wednesday February 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy to overcast. Light air from E. N.E. to S. E. Barometer falling. Banded fire in Boiler A.

Roger C. Keller Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Overcast. Light variable air. Barometer steady. At 4:00 started fire in Boilers C. and D. Banded fire in Boiler A.

Roger C. Keller Jr.
Ensign U. S. N.

From 8 A. M. to Noon

Light breeze from N. E. to N. W. Overcast, cloudy and threatening. At 10:50 turned on the engine. At 10:55 called all hands unmoor ship. At 11:00 cast off from wharf and assisted by tug from the Navy Yard, turned down stream and stood out of the harbor, Commanding Officer coming ship. At 12:00 outside of Bush Bluff Light Ship, in the dredged channel. Temperature of magazine 56° forward 58° aft. Draft of ship 14 feet 2 inches forward, 16 feet 6 1/2 inches aft.

J. B. McIlwain,
Lieutenant U. S. N.

From Noon to 4 P. M.

Cloudy and misty. Gentle breeze from N. E. First two hours standing out with Vanguard at com. At 12:50 passed Old Point. At 2:45 closed down and began swinging ship for compass correction. At 3:20 exchanged signals with Cape Henry station, making G. I. D. - D. W. N. - D. J. to which they answered F. B. C. H. - H. M. B. - and H. B. C.; we answered H. B. C. and R. J. J. Making 48 turns, speed was 7.4 knots. Under steam alone, using Boilers A. C. and D.

J. Purcell
Lieutenant U. S. N.

From 4 to 6 P. M.

Cloudy to overcast and raining. Gentle breeze from N. E. to E. by N. Barometer steady. Towing ship until 4:30, then stood in to Lynnhaven Bay, at 5:05 came to anchor in 6 1/4 fathoms water, head bottom, mooring to 45 fathoms at bite in starboard chain. Banded fire. Bearings of anchorage: Cape Henry light house S. E. by E. 1/2 E. (p.c.), Cape Charles N. E. 1/2 E. (p.c.), Plum Point Light N. W. by W. 1/2 W. (p.c.), Ship's head E. 1/2 N. Samuel Chord (Steward) noted to Boatman's Mate 1st class from Feb. 2. Started to distill. Packed head sails and sprayers.

Roger C. Keller Jr.
Ensign U. S. N.

From 6 to 8 P. M.

Overcast, drizzling rain at times. Gentle breeze from E. by N. Barometer rising. Banded fire in Boilers A. C. and D. Distilling.

H. A. Lohman
Ensign U. S. N.

From 8 P. M. to Midnight

Overcast and cloudy, with rain at intervals during first and last hours. Gentle to moderate breeze from E. by N. and N. E. blowing stiff in squalls last hour. Banded fire under Boilers A. C. and D. Distilling.

J. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

under the command of

Commander F. W. Dickins
Monday, February 19

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Calm, cloudy and foggy. Fires banked in Boilers A.

J. B. McIlton,
Lieutenant U. S. N.

From 4 to 8 A. M.

Calm and light air from S. W. to N. by S. Cloudy and foggy. Fires banked in Boiler A. Received in Dept. Supplies and Accounts, 24 lbs. fresh bread, 30 lbs. fresh beef and 30 lbs. fresh vegetables.

J. B. McIlton,
Lieutenant U. S. N.

From 8 A. M. to Merid.

Overcast and misty. Light air from S. W. Barometer steady. Crew engaged in securing boats etc. for sea. Boat mastsail. At 11:00 F. Wood (B. M. 10) returned 51 hours overtime. Banked fires in Boiler A. Temperature of magazine 37° forward, 39° aft.

Roger Welles Jr.
Ensign U. S. N.

From Merid. to 4 P. M.

Light air to gentle breeze from South to S. W. by S. Clear. Engaged in making preparations for sea. Banked fires under Boiler A. The Commanding Officer paid an official visit to the Commanding Officer of the "Mistromali".

J. B. Purcell
Lieutenant U. S. N.

From 4 to 6 P. M.

Generally clear and pleasant. Light to gentle breeze from S. W. Barometer steady. Banked fires in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

From 6 to 8 P. M.

Light breeze from S. W. Clear. Banked fires under Boiler A.

J. B. Purcell
Lieutenant U. S. N.

From 8 P. M. to Mid.

Light to gentle breeze from S. W. Clear. Banked fires under Boiler A.

J. B. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log | COURSES STEERED by Standard Compass. | WIND. | | Lowsy. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|-----------------------|--------------------------------------|--------------------------------|--------|--------|------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N. N. W. | 1-3 | | 30.08 | 59 | 59 | 58 | b.o.p. | air temp. ment. | 4 | |
| 2 | | | | | | 1-2 | | 30.08 | 58 | 58 | 57 | b.e. | " | 7 | |
| 3 | | | | | N. N. by N. | 2-3 | | 30.10 | 57 | 57 | 56 | " | " | 6 | |
| 4 | | | | | N. E. | 3-4 | | 30.11 | 52 | 51 | 50 | b. | none. | 10 | |
| 5 | | | | | " | 3-4 | | 30.18 | 49 | 49 | 47 | b.e. | circ. cum. | 8 | |
| 6 | | | | | N. E. by E. | 3 | | 30.19 | 49 | 48 | 46 | " | " | 8 | |
| 7 | | | | | N. E. | 3 | | 30.24 | 48 | 46 | 44 | " | cum. strat. | 7 | |
| 8 | | | | | " | 3 | | 30.26 | 48 | 46 | 44 | " | " | 6 | |
| 9 | | | | | " | 3-4 | | 30.28 | 57 | 47 | 44 | " | " | 6 | |
| 10 | | | | | " | 3-4 | | 30.30 | 52 | 48 | 45 | " | " | 6 | |
| 11 | | | | | " | 3-4 | | 30.31 | 52 | 50 | 46 | " | " | 4 | |
| Noon. | | | | | " | 3 | | 30.31 | 53 | 51 | 49 | " | " | 4 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "
 { Latitude by observations of ☉ 0 " "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "
 { Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "
 { Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

300 gallons.

Water *received* during the preceding 24 hours,

2000 "

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

tons 1400 lbs.

Coal remaining on hand at Noon,

149 " 2210 "

| | | | | | | | | | | | | | | | |
|-------|--|--|--|---------------|-------------|-----|--|-------|----|----|----|------|--------------|---|--|
| P. M. | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N. E. by E. | 3 | | 30.30 | 55 | 55 | 50 | b.e. | circ. strat. | 7 | |
| 2 | | | | | " | 3 | | 30.29 | 54 | 53 | 48 | " | " | 7 | |
| 3 | | | | | E. by N. | 3 | | 30.28 | 54 | 53 | 48 | " | " | 5 | |
| 4 | | | | | " | 3 | | 30.27 | 52 | 52 | 46 | " | " | 5 | |
| 5 | | | | | East | 3 | | 30.27 | 51 | 50 | 46 | " | circ. cum. | 4 | |
| 6 | | | | | " | 2 | | 30.27 | 50 | 50 | 46 | " | " | 4 | |
| 7 | | | | | E. S. E. | 2 | | 30.26 | 50 | 47 | 45 | " | " | 4 | |
| 8 | | | | | E. N. E. | 1-2 | | 30.25 | 49 | 47 | 45 | " | cum. strat. | 2 | |
| 9 | | | | | " | 1-2 | | 30.22 | 49 | 46 | 45 | " | circ. cum. | 2 | |
| 10 | | | | | S. E. by E. | 1-2 | | 30.19 | 49 | 46 | 45 | " | " | 3 | |
| 11 | | | | | " | 1 | | 30.16 | 49 | 46 | 46 | " | " | 4 | |
| Mid. | | | | | S. E. | 1 | | 30.13 | 49 | 46 | 46 | " | " | 4 | |

under the command of

Commander F. W. Dickens
Tuesday, February 20

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Light air to moderate breeze from N. N. W. to N. E., passing shows first snow. Fair to clear. Baked fire under Boiler A.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A. M.

Gentle to moderate breeze from N. E. and N. E. by E. Clear. Baked fire under Boiler A. At 7 o'clock loaded sail.

J. H. Purcell
Lieutenant U. S. N.

From 8 A. M. to Noon.

Cloudy and cool. Gentle to moderate breeze from N. E. At 10 o'clock furled sail and squared yards. Hired life buoy and found them in working order. Secured boats for sea. Received on board in Equipment Dept. 2000 gallons fresh water. Baked fire in Boiler A. Temperature of magazines 35° forward, 36° aft.

N. P. Lockman
Ensign U. S. N.

From Noon to 4 P. M.

Cloudy, but pleasant. Gentle breeze from N. E. to E. by S. Barometer falling. The Commanding Officer of the U. S. S. McIntosh paid an official call to the Commanding Officer of this ship. Crew engaged in securing ship for sea. Received in Equipment Dept. 2 barrels of illuminating oil. Baked fire in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 6 P. M.

Cloudy and cool. Gentle breeze from East to E. by N. Baked fire in Boiler A.

N. P. Lockman
Ensign U. S. N.

From 6 to 8 P. M.

Cloudy and cool. Light breeze from East to E. N. E. Received on board from W. L. R. T. Franklin, E. Brandt (Sb. Mr.) and Lee D. McAdams (Sb. Mr.) with bags and hammocks for passage to Newport R. I. Baked fire in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy, but pleasant. Light air and breeze from E. N. E. to S. E. Barometer falling. Baked fire in Boiler A.

Roger Welles Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Thud Rate,

Moored to Dock, Navy Yard, Norfolk, Va., and Making passage to Newport, R.I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in fols. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | | | |
| A. M. | | | | | | | | | | | | | | |
| 1 | | | | Moored to Dock | E. N. E. | 1 | 30.12 | 48 | 47 | 46 | b.c. | circum. | 3 | |
| 2 | | | | | " | 1 | 30.11 | 48 | 47 | 46 | o.c. | mist | 0 | |
| 3 | | | | | E. S. E. | 1 | 30.10 | 48 | 48 | 46 | " | " | 0 | |
| 4 | | | | | " | 1 | 30.08 | 48 | 48 | 47 | " | " | 0 | |
| 5 | | | | | South | 1 | 30.10 | 49 | 48 | 47 | " | " | 0 | |
| 6 | | | | | E. S. E. | 1 | 30.09 | 49 | 48 | 47 | " | " | 0 | |
| 7 | | | | | S. E. | 1 | 30.10 | 50 | 49 | 48 | " | " | 0 | |
| 8 | | | | | S. E. by N. | 2 | 30.10 | 51 | 50 | 49 | " | " | 0 | |
| 9 | | | | | N. E. E. | 1-2 | 30.12 | 54 | 52 | 51 | o.c.m. | " | 0 | |
| 10 | | | | | " | 1 | 30.15 | 56 | 54 | 53 | " | " | 0 | |
| 11 | | | | | N. N. E. | 1-2 | 30.15 | 57 | 56 | 55 | " | " | 0 | |
| Noon. | | | | Underway | " | 1 | 30.15 | 57 | 56 | 55 | " | " | 0 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | " | " | variation used, |
| Error of the Compass by Azimuth ☉ observed at | ship's head | " | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | " | " | variation used, 0 |

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

2400 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

4 tons 40 lbs.

Coal remaining on hand at Noon,

145 " 2170 "

| P. M. | | | | | | | | | | | | | | |
|-------|--------------|----------------|----------|-----|-------|----|----|----|----------|----------------|---|--|--|--|
| 1 | Standing out | Various course | N. E. | 3-4 | 30.10 | 49 | 46 | 46 | b.c.m. | circum. | 2 | | | |
| 2 | | Foraging Ship | " | 3 | 30.10 | 48 | 46 | 46 | " | " | 2 | | | |
| 3 | | " | " | 3 | 30.10 | 48 | 47 | 46 | " | " | 2 | | | |
| 4 | | " | " | 3 | 30.10 | 47 | 47 | 46 | " | " | 2 | | | |
| 5 | At anchor | South | E. N. E. | 3 | 30.10 | 48 | 47 | 46 | " | circum. actual | 2 | | | |
| 6 | | " | E. by N. | 3 | 30.10 | 48 | 47 | 46 | o.c.m.v. | mist | 0 | | | |
| 7 | | " | " | 3 | 30.13 | 48 | 47 | 46 | " | " | 0 | | | |
| 8 | | " | " | 3 | 30.19 | 48 | 46 | 45 | o.c. | " | 0 | | | |
| 9 | | E. by N. | " | 3-4 | 30.14 | 46 | 44 | 43 | o.c.v. | " | 0 | | | |
| 10 | | E. by N. | " | 3-4 | 30.13 | 47 | 44 | 43 | o.c. | " | 0 | | | |
| 11 | | E. by N. | " | 3-4 | 30.14 | 46 | 44 | 43 | " | " | 0 | | | |
| Mid. | | N. E. by E. | N. E. | 4-5 | 30.14 | 44 | 43 | 42 | o.c.g.v. | " | 0 | | | |

under the command of

Commander F. W. Dickin
Wednesday February 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy to overcast. Light air from E. N. E. to S. E. W. Barometer falling. Banded fire in Boiler A.

Roger C. Keller Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Overcast. Light variable air. Barometer steady. At 4:00 started fire in Boilers C. and D. Banded fire in Boiler A.

Roger C. Keller Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Light breeze from N. E. W. to N. W. Overcast, cloudy and threatening. At 10:50 turned on the engine. At 10:55 called all hands unmoor ship. At 11:00 cast off from wharf and assisted by tug from the Navy Yard, turned down stream and stood out of the harbor, Commanding Officer coming ship. At 12:00 outside of Bush Bluff Light Ship, in the dredged channel. Temperature of magazine 56° forward, 58° aft. Draft of ship 14 feet, 2 inches forward, 16 feet 6 1/2 inches aft.

J. B. McIlwain,
Lieutenant U. S. N.

From Merid. to 4 P. M.

Cloudy and misty. Gentle breeze from N. E. First two hours standing out with Vanguard at com. At 12:50 passed Old Point. At 2:45 closed down and began swinging ship for compass correction. At 3:20 exchanged signals with Cape Henry station, making G. I. D. - D. W. N. - D. J. to which they answered F. B. C. H. - H. M. B. - and H. B. C.; we answered H. B. C. and R. J. J. Making 48 turns, speed was 7.4 knots. Under steam alone, using Boiler A. C. and D.

J. Purcell
Lieutenant U. S. N.

From 4 to 6 P. M.

Cloudy to overcast and raining. Gentle breeze from N. E. to E. by N. Barometer steady. Towing ship until 4:30, then stood in to Lynnhaven Bay, at 5:05 came to anchor in 6 1/4 fathoms water, head bottom, mooring to 45 fathoms at bite in starboard chain. Banded fire. Bearings of anchorage: Cape Henry light house S. E. by E. 1/2 E. (p. c.), Cape Charles N. E. 1/2 E. (p. c.), Plum Point Light N. W. by W. 1/2 W. (p. c.), Ship's head E. 1/2 N. Samuel Chord (Steward) noted to Boatman's Mate 1st class from Feb. 2. Started to distill. Packed head sails and sprayers.

Roger C. Keller Jr.
Ensign U. S. N.

From 6 to 8 P. M.

Overcast, drizzling rain at times. Gentle breeze from E. by N. Barometer rising. Banded fire in Boilers A. C. and D. Distilling.

H. A. Lohman
Ensign U. S. N.

From 8 P. M. to Merid.

Overcast and cloudy, with rain at intervals during first and last hours. Gentle to moderate breeze from E. by N. and N. E. blowing stiff in squalls last hour. Banded fire under Boilers A. C. and D. Distilling.

J. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in Lynnhavn Bay, Va.

Third Rate,

| Hour. | Knots. | Tenth. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Current, by symbols. | State of the Sea. |
|-------|--------|--------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | | | |
| A. M. | | | | <i>Ship's head.</i> | | | | | | | | | | | |
| 1 | | | | N.E. | N.E. | 4-5 | | 30.14 | 44 | 43 | 43 | o.c.g.m. | numb | o | |
| 2 | | | | <i>Surrounding to Ebb.</i> | North | 4-6 | | 30.12 | 43 | 43 | 42 | " | " | o | |
| 3 | | | | N.W. | " | 5-7 | | 30.09 | 41 | 42 | 42 | " | " | o | |
| 4 | | | | " | " | 5-7 | | 30.08 | 40 | 41 | 41 | " | " | o | |
| 5 | | | | N.W. by N. | " | 5-6 | | 30.10 | 41 | 41 | 41 | " | " | o | |
| 6 | | | | South | S. by E. | 5-7 | | 30.10 | 41 | 40 | 40 | o.c.g.m. | " | o | |
| 7 | | | | N. N.E. | " | 4-5 | | 30.14 | 41 | 40 | 40 | o.c.f. | " | o | |
| 8 | | | | <i>Cloud</i> | N.E. by E. | 3 | | 30.18 | 40 | 39 | 39 | o.c.m. | " | o | |
| 9 | | | | E. by N. | N.E. | 3-4 | | 30.25 | 40 | 39 | 39 | " | numb stat. | o | |
| 10 | | | | " | " | 3 | | 30.24 | 41 | 39 | 39 | " | " | o | |
| 11 | | | | " | " | 3 | | 30.25 | 41 | 40 | 40 | " | " | o | |
| Noon. | | | | " | " | 3 | | 30.27 | 41 | 40 | 40 | " | " | o | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by 0 " "
 Longitude by 0 " "

Position at 8 P. M. Latitude by 0 " "
 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "
 Deviation of the Compass by Azimuth ☉ observed at , ship's head " "
 Error of the Compass by Azimuth ☉ observed at , ship's head " "
 Deviation of the Compass by Azimuth ☉ observed at , ship's head " "

Water expended during the preceding 24 hours, 300 gallons.

Water distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at Noon, 2500 "

Coal consumed during the preceding 24 hours, 2 tons 1820 lbs.

Coal remaining on hand at Noon, 143 " 350 "

| P. M. | Tidal current | | | | | | | | | | | | | | |
|-------|---------------|--------------|----------------|-----|-------|----|----|----|--------|------|---|--|--|--|--|
| 1 | | E. N.E. | N. by E. | 2 | 30.26 | 42 | 41 | 40 | o.c.m. | numb | o | | | | |
| 2 | | N.W. by N. | " | 2 | 30.24 | 42 | 41 | 40 | " | " | o | | | | |
| 3 | | N.W. | " | 3 | 30.24 | 43 | 41 | 40 | " | " | o | | | | |
| 4 | 1 5 | " | " | 3 | 30.24 | 43 | 41 | 40 | " | numb | o | | | | |
| 5 | 1 4 | N.W. by N. | N. by E. by E. | 2-3 | 30.22 | 43 | 41 | 41 | o.c.m. | " | o | | | | |
| 6 | 1 2 | " | N. N.E. | 1 | 30.20 | 44 | 41 | 41 | " | " | o | | | | |
| 7 | 1 1 | N.W. by N. | " | 1 | 30.23 | 44 | 41 | 41 | o.c.m. | " | o | | | | |
| 8 | 0 2 | <i>Cloud</i> | E. N.E. | 1-2 | 30.23 | 44 | 40 | 40 | " | " | o | | | | |
| 9 | 0 6 | E. by S. | N.W. | 1-2 | 30.24 | 42 | 42 | 41 | o.c.d. | numb | o | | | | |
| 10 | 0 8 | East. | " | 2 | 30.25 | 42 | 42 | 41 | " | " | o | | | | |
| 11 | 1 1 | " | N. by S. | 3 | 30.25 | 43 | 41 | 41 | o.c. | " | o | | | | |
| Mid. | 0 9 | " | N. N.W. | 3 | 30.25 | 43 | 41 | 41 | " | " | o | | | | |

under the command of

Commander F. N. Dickens
Thursday, February 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast, misty and drizzling rain. Moderate to very fresh breeze from N. E.
Barometer falling. Distilling. Banked fires in Bilers A. C. and D.

From 4 to 8 A. M.

Roger Welles Jr.
Ensign U. S. N.

Overcast and misty, with drizzling rain; fresh to gentle breeze decreasing from N. E. to N. by E. Barometer rising. Took bearing of Cape Henry Light S. E. 14 E (true) and sounding 7 fathoms. Cape Charles light obscured by mist from beginning to 6.30, ship coming to anchor and abt tide and after that to weigh and flood. Placed water at about 6.30. At 8 o'clock dressed ship with flag at each mast-head, Distilling

N. P. Boliman
Ensign U. S. N.

From 8 A. M. to Noon.

Overcast and misty, getting thicker to abt. towards close of watch. Gentle to moderate breeze from N. E. Ship riding to flood tide. At 10.15 made signal C. J. to Signal Station, was not answered at close of watch. At noon a National salute was fired at Fortress Monroe. Banked fires under Bilers A. C. and D. Distilling Temperature of mercury 35° forward, 36° aft.

J. P. Purcell
Lieutenant U. S. N.

From Noon to 4 P. M.

Overcast and misty. Light to gentle breeze from N. by E. Barometer steady. Received no reply from Signal Station to signal C. J. Towing to abt tide about 2.15. Banked fires in Bilers A. C. and D. Distilling.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 6 P. M.

Overcast and misty. Gentle breeze to light air from N. by E. to N. E. Barometer falling. At 5.50 hauled down International Signal having received no reply from the Signal Station at Cape Henry. Banked fires in Bilers A. C. and D. Distilling.

N. P. Boliman
Ensign U. S. N.

From 6 to 8 P. M.

Overcast, cloudy and misty. Light air and breeze from N. N. E. Commenced swinging to flood tide at 7.40 and finished at 8 o'clock. Banked fires under Bilers A. C. and D. Distilling.

J. P. Purcell
Lieutenant U. S. N.

From 8 P. M. to Midnight.

Cloudy and drizzling rain first part. Light breeze from N. N. W. hauling by West to N. N. E. Barometer steady. Riding to flood tide. Banked fires in Bilers A. C. and D. Stopped distilling at 10.00

Roger Welles Jr.
Ensign U. S. N.
J. B. McIlwain
Lieutenant U. S. N. Navigator.

Examined and found to be correct.

Ship Essex

LOG of the UNITED STATES Third Rate,
 At anchor in Lynnhaven Bay, Va. and making passage to Newport R. I.

| Hour | Knots | Tenths | Reading of Patent Log | COURSES STEERED by Standard Compass | WIND | | Leways | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current | Direction and Force of Under Current | |
|-------|-------|--------|---------------------------------------|-------------------------------------|-------------------------------|-------|--------|-------------------------|--------------|---------------|------------------|------------------|-----------------------------------|-----------------------------|--|--------------------------------------|---|
| | | | | | Direction by Standard Compass | Force | | Height in inches. | Therm. at 6. | Therm. at 10. | Therm. at 4 P.M. | Water at Surface | | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| | | | <i>Tidal current</i> | | | | | | | | | | | | | | |
| 1 | 0 | 7 | <i>Longing</i> | SE by E. | SE by N. | 3 | | 30.24 | 43 | 41 | 40 | | O. C. w. | minib. | 0 | | |
| 2 | 0 | 1 | <i>to 10.1</i> | SE by E. | SE by N. | 3 | | 30.24 | 42 | 41 | 40 | | " | even minib. | 0 | | |
| 3 | 0 | 4 | | SE by E. | SE by N. | 2.3 | | 30.23 | 42 | 41 | 40 | | " | " | 0 | | |
| 4 | 0 | 8 | | SE by E. | SE by N. | 3 | | 30.24 | 42 | 41 | 40 | | " | even minib. | 0 | | |
| 5 | 1 | 6 | | " | SE by N. | 3 | | 30.23 | 43 | 41 | 41 | | O. C. w. | minib. | 3 | | |
| 6 | | | <i>At anchor and getting underway</i> | SE by E. | SE by N. | 3 | | 30.23 | 43 | 41 | 41 | | " | even | 7 | | |
| 7 | 3 | 8 | 3.8 | SE by E. | SE by N. | 3 | | 30.26 | 41 | 41 | 40 | 41 | " | even | 6 | 9 | |
| 8 | 9 | 5 | 13.3 | SE by E. | SE by N. | 3.4 | | 30.29 | 40 | 41 | 40 | 41 | " | even | 6 | " | |
| 9 | 6 | 0 | 21.0 | SE by E. | SE by N. | 3.4 | 4 | 0 | 30.32 | 39 | 40 | 39 | 41 | " | even | 6 | " |
| 10 | 6 | 9 | 29.9 | SE by E. | SE by N. | 3.4 | 4 | 0 | 30.33 | 39 | 40 | 37 | 40 | " | even | 6 | " |
| 11 | 6 | 6 | 34.5 | " | " | 3.4 | 3 | 0 | 30.34 | 41 | 40 | 37 | 40 | " | even | 6 | " |
| Noon. | 6 | 5 | 41.0 | " | " | 3.4 | 3 | 0 | 30.36 | 40 | 40 | 37 | 40 | " | even | 6 | " |

39. 3 Distance run by Patent Log 80.00
 Course and distance made good since preceding noon by observations N 37° E 26 knots tenths.

Position at Noon: Latitude by D. R. 37° 20' N.
 Longitude by D. R. 75° 17' W.
 Latitude by observations of ☉ 37° 17' N.
 Longitude by chronometer from Forenoon Observations of ☉ 75° 17' W.

Position at 8 A. M. Latitude by *harmonic* Cape Charles Lightship S. 7/8 N. 36° 59' N.
 Longitude by " " " " " 75° 40' W.

Position at 8 P. M. Latitude by D. R. 38° 04' N.
 Longitude by *chronometer from Forenoon* 74° 35' W.

Current during the time, 10 knots tenths per hour, setting to the SE 55° E.

Error of the Compass by Azimuth ☉ observed at ship's head 0

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 variation used, 0

Error of the Compass by Azimuth ☉ observed at 4 P.M. ship's head N.E. by N. 2° 50' W. variation used, 0

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 variation used, 0

Water expended during the preceding 24 hours, 300 gallons.

Water distilled during the preceding 24 hours, 600 "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, 7 tons 1220 lbs.

Coal remaining on hand at Noon, 135 1370 "

| P. M. | Knots | Tenths | Reading of Patent Log | COURSES STEERED by Standard Compass | Direction by Standard Compass | Force | Leway | Height in inches. | Therm. at 6. | Therm. at 10. | Therm. at 4 P.M. | Water at Surface | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current | Direction and Force of Under Current |
|-------|-------|--------|-----------------------|-------------------------------------|-------------------------------|-------|-------|-------------------|--------------|---------------|------------------|------------------|-----------------------------------|-----------------------------|--|--------------------------------------|
| 1 | 6 | 2 | 47.2 | SE by E. | SE by N. | 3.5 | 3 | 0 | 30.57 | 39 | 40 | 37 | 40 | O. C. w. | even | 6 |
| 2 | 7 | 0 | 54.2 | " | " | 3.5 | 3 | 0 | 30.56 | 39 | 40 | 37 | 40 | " | " | 6 |
| 3 | 7 | 3 | 61.6 | " | " | 3.5 | 2 | 0 | 30.54 | 39 | 38 | 35 | 40 | " | " | 6 |
| 4 | 6 | 3 | 67.8 | " | " | 3.5 | 2 | 0 | 30.56 | 38 | 38 | 35 | 40 | " | " | 6 |
| 5 | 6 | 5 | 74.7 | " | SE by N. | 4 | 2 | 0 | 30.57 | 37 | 37 | 35 | 40 | " | atank. | 4 |
| 6 | 8 | 5 | 83.2 | " | " | 4 | 2 | 0 | 30.57 | 37 | 36 | 35 | 40 | " | " | 3 |
| 7 | 6 | 1 | 89.3 | " | " | 4 | 2 | 0 | 30.43 | 36 | 34 | 34 | 39 | " | " | 8 |
| 8 | 7 | 2 | 96.5 | " | " | 4 | 2 | 0 | 30.46 | 35 | 35 | 33 | 39 | " | even | 9 |
| 9 | 6 | 0 | 1.5 | " | SE by E. | 4 | 3 | 0 | 30.46 | 34 | 35 | 32 | 39 | " | " | 5 |
| 10 | 5 | 9 | 8.4 | " | " | 5 | 3 | 0 | 30.46 | 33 | 34 | 32 | 39 | " | " | 7 |
| 11 | 6 | 2 | 14.6 | " | " | 6 | 3 | 0 | 30.46 | 32 | 34 | 32 | 39 | " | " | 7 |
| Mid. | 6 | 3 | 20.9 | " | " | 6 | 3 | 0 | 30.47 | 31 | 33 | 32 | 36 | " | " | 5 |

under the command of *Commander J. M. Dickens*
Friday, February 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast and cool. Light to gentle breeze from S. by E. to N. by E.
Ship running to Ebb tide at 2 o'clock. Bunked fires in Bilers A. C. and D.

From 4 to 8 A. M.

Gentle to moderate breeze from S. by E. Fair to clear. At 5 o'clock spread five under Bilers A. C. and D. and 5.45 got underway under steam and stood out to sea, course East. At 6.25 Cape Henry Light bore (p.c.) S. by E. changed course to N. E. by E. (p.c.) and put on patent log registering 0 knots. At 6.27 set all plain sail except mainsail. At 8 o'clock took departure. Ship's head East. Cape Charles Light S. by E. (mag) Cape Charles Light S. by E. (mag) Patent log 13.3 knots.

N. D. Coleman
Ensign U. S. N.

From 8 A. M. to Noon.

Cloudy, cool and pleasant. Gentle to moderate breeze from S. by E. Barometer rising. During first hour took in all square sail and flying jib and at 8.50 brought ship to course N. E. by E. (p.c.) Bunked main and mizzen topmast staysails. At 10.30 took in and furlled all fore and aft sail. Tided mizzen's flood coles and drums and found them in good order. Overhauled starboard lower chain. Secured anchors for sea. Under steam alone at end of watch. Revolution 43.8 Steam 57 lb. Temperature of mizzen's 35° forward 36° aft.

J. S. Percell
Lieutenant U. S. N.

From Noon to 4 P. M.

Cool, slight mist and hazy. Gentle to stiff breeze from S. by E. At 1.00 took rounding, 11 fathoms, sandy bottom white, with black and yellow specks. At 1.30 set flying jib, jib, for topmast staysail, main topmast staysail, spanker and foresail. At 1.45 took in foresail and at 2.30 flying jib. Overhauled starboard lower chain and stowed it below; got up port lower chain. Schooner in sight to E. standing to N. At 3.00 sighted schooner to E. standing to S. At close of watch under steam and for main and mizzen topmast staysails. Moderate swell from N. by E. Course N. E. by E. Steam in A. C. and D. bilers. Revolution 46.8 Steam pressure 58.

N. D. Coleman
Ensign U. S. N.

From 4 to 6 P. M.

Fair and cold. Moderate breeze from S. by E. Steaming under three bilers, fore and aft sail except flying jib and main and mizzen topmast staysails. At 5.30 set foresail. Course N. E. by E. (p.c.) Revolution 48.3 per minute. Steam pressure 58 lb. Patent log 23.2.

J. S. Percell
Lieutenant U. S. N.

From 6 to 8 P. M.

Cloudy and cool. Moderate breeze from S. by E. Barometer rising. Under steam, jib, for topmast staysail, foresail, main topmast staysail and spanker. Course N. E. by E. (p.c.) Steam 58 lb., Revolution 46.9. At 8.00 took a rounding in 20 fathoms, bottom yellow sand, black specks.

Roger Wells Jr.
Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy and cold. Moderate to stiff breeze from S. by E. At 8.30 took in foresail, jib and main topmast. At end of watch under steam and for topmast staysail and spanker, on course N. E. by E. Dried in bilers A. C. and D. Revolution 44.4. Steam 59 lb. At 12 o'clock took rounding 26 fathoms, yellow sand, black specks. Patent log reading 20.9.

N. D. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*

Third Rate,

Making passage from Norfolk, Va. to Newport, R.I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE-STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. | State of the Sea. |
|------------|-----------------|---------|------------------------|-------------------------------------|--------------------------------|-------|--------|-------|---------|------------------------|--------------|---------------|---------------|---------------|-----------------------------------|-----------------------------|---|---------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Wind. | | | | Height in inches. | Therm. at 6. | Therm. at 10. | Therm. at 12. | Therm. at 15. | | | | | |
| A. M. 7 30 | 5 | | | | | | | | | | | | | | | | | | |
| 1 | 5 | 9 | 26.0 | N.E. by E. | N. by E. | | 5 | 3 | 0 | 30.47 | 30 | 30 | 28 | 39 | b.c. | circum. | 5 | M | |
| 2 | 5 | 8 | 31.8 | " | " | | 5 | 3 | 0 | 30.49 | 30 | 29 | 27 | 39 | " | " | 6 | " | |
| 3 | 3 | 3 | 36.2 | N.E. 1/2 N. | " | | 5 | 3 | 0 | 30.50 | 29 | 29 | 27 | 39 | " | " | 7 | " | |
| 4 | 6 | 0 | 42.2 | " | " | | 5 | 3 | 0 | 30.54 | 29 | 29 | 27 | 39 | " | " | 6 | " | |
| 5 | 5 | 1 | 47.3 | " | " | | 5 | 3 | 0 | 30.54 | 29 | 25 | 24 | 37 | " | " | 5 | " | |
| 6 | 4 | 9 | 52.2 | " | " | | 6 | 3 | 0 | 30.54 | 27 | 25 | 24 | 37 | " | curr. | 4 | " | |
| 7 | 5 | 2 | 57.4 | " | " | | 7 | 3 | 0 | 30.59 | 20 | 24 | 23 | 35 | " | " | 7 | " | |
| 8 | 4 | 8 | 62.2 | " | " | | 7 | 3 | 0 | 30.57 | 20 | 22 | 21 | 35 | " | " | 7 | " | |
| 9 | 5 | 0 | 67.2 | " | N. N. E. | | 7 | 3 | 0 | 30.59 | 18 | 20 | 19 | 35 | " | circum. | 6 | " | |
| 9.40 | 2 | 3 | 67.5 | " | " | | 6 | 2 | 0 | 30.61 | 18 | 20 | 19 | 35 | " | curr. | 3 | " | |
| 10 | From the Harbor | | | N.E. | " | | 6 | 2 | 0 | 30.61 | 18 | 20 | 19 | 35 | " | " | 3 | " | |
| 11 | " | | | " | " | | 6-7 | 2 | 6 | 30.62 | 19 | 20 | 19 | 36 | hazy. | " | 2 | " | |
| Noon. | " | | | " | " | | 6-7 | 2 | 6 | 30.63 | 18 | 20 | 19 | 37 | b.c. m. g. | " | 3 | " | |

128.9 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N. 42° E.

138 knots tenths.

| | | |
|---------------------|--|------------|
| Position at Noon: | Latitude by D. R. | 39 0 03 N. |
| | Longitude by D. R. | 73 0 41 W. |
| | Latitude by observations of ☉ | 38 0 59 N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 73 0 19 W. |
| Position at 3 A. M. | Latitude by D. R. | 38 0 59 N. |
| | Longitude by Observations ☉ | 72 0 29 W. |
| Position at 3 P. M. | Latitude by D. R. | 39 0 05 N. |
| | Longitude by D. R. | 73 0 07 W. |

Current during the time, 17 knots tenths per hour, setting to the S 75° E.

| | | |
|---|-------------|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | variation used, 0 |

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

2500 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

13 tons 1850 lbs.

Coal remaining on hand at Noon,

108 - 150 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE-STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Barometer. | Therm. at 6. | Therm. at 10. | Therm. at 12. | Therm. at 15. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|----------|--------|-------|---------|------------|--------------|---------------|---------------|---------------|-----------------------------------|-----------------------------|---|---------------------------------------|-------------------|
| 1 | 0 | 8 | 70.0 | N.E. 1/2 N. | N. by E. | | 6-7 | 3 | 6 | 30.64 | 19 | 20 | 18 | 37 | b.c. m. g. | curr. m. g. | 2 | M |
| 2 | 0 | 8 | " | N.E. 1/2 E. | " | | 7-8 | 3 | 6 | 30.64 | 19 | 20 | 19 | 37 | " | " | 1 | " |
| 3 | 1 | 0 | " | N.E. | " | | 6-8 | 3 | 6 | 30.64 | 19 | 20 | 20 | 37 | " | " | 1 | " |
| 4 | 1 | 0 | " | N.E. by E. | " | | 6-7 | 3 | 6 | 30.64 | 19 | 20 | 19 | 37 | " | " | 1 | " |
| 5 | 1 | 0 | 69.5 | " | " | | 6-7 | 3 | 6 | 30.65 | 20 | 22 | 20 | 40 | " | " | 1 | " |
| 6 | 5 | 5 | 70.0 | N.E. 1/2 N. | " | | 6-7 | 2 | 3 | 30.66 | 20 | 22 | 20 | 40 | " | " | 1 | " |
| 7 | 5 | 5 | 75.5 | " | N. N. E. | | 6-7 | 3 | 0 | 30.68 | 21 | 22 | 21 | 39 | " | curr. | 2 | " |
| 8 | 4 | 0 | 79.5 | " | " | | 6-7 | 3 | 0 | 30.68 | 21 | 22 | 21 | 39 | " | " | 2 | " |
| 9 | 3 | 5 | 84.5 | N.E. 1/2 N. | North | | 3-4 | 2 | 0 | 30.71 | 22 | 21 | 20 | 39 | b.c. g. | " | 4 | " |
| 10 | 4 | 6 | 89.1 | N.E. 1/4 E. | " | | 3-4 | 2 | 0 | 30.76 | 22 | 21 | 20 | 40 | " | " | 4 | " |
| 11 | 4 | 2 | 93.4 | " | " | | 3-4 | 2 | 0 | 30.76 | 22 | 20 | 19 | 40 | " | " | 3 | " |
| Mid. | 4 | 1 | 97.5 | " | " | | 3-4 | 2 | 0 | 30.76 | 22 | 20 | 19 | 40 | " | " | 2 | " |

under the command of

Commander F. W. Dickens
Saturday, February 24

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear. Stiff breeze from N. by W. Steaming with fire under boilers A. C. and D. Foremast staysail and spanker. At 2.10 got sounding in 24 fathoms, fine gray sand. At 2.15 changed course to N.E. 1/2 N. At 4.0 clock got sounding in 22 1/2 fathoms, fine gray sand and shell. Revolutions 43.2 per minute. Patent log 42.2 knots. Steam pressure 58 lbs.

J. H. Purcell

Lieutenant U. S. N.

From 4 to 8 A. M.

Cloudy and cold. Stiff to very fresh breeze from N. by W. Barometer rising. Course N.E. 1/2 N. Under steam, foremast staysail, spanker and after 6.30 trysail. At 7.30 a large full rigged ship passed astern. Steam 60 lbs., Revolutions 44.5.

Roger Welles Jr.
Ensign U. S. N.

From 8 A. M. to Noon.

Cloudy and cold. Fresh breeze from N. by W. Last two hours thick, clearing at intervals. Third low sun visible. At 8.20 took sounding, 32 fathoms, white sand with black specks. At 12.00 took sounding 39 fathoms, gray sand with black specks. At 9.20 stopped engine for repairs and banded fire in A. C. and D. Boilers. At 9.40 hauled in Patent log, reading 69.5. At close of watch ship lying to under foremast staysail, main trysail and spanker, drifting E. S. E. about 1/4 knots. Moderate sea from N. N. W. Computation of magnetic 33° found, 34° aft.

N. P. Goldman
Ensign U. S. N.

From Noon to 4 P. M.

Fresh to very fresh breeze, blowing very fresh to moderate gale in squalls. Cloudy. Thick around horizon. Saw lying to under foremast staysail, main trysail and spanker. Banded fire under boilers A. C. and D. Moderate sea from N. by W. At 4.0 clock got sounding in 37 fathoms, fine gray sand, black specks.

J. H. Purcell

Lieutenant U. S. N.

From 4 to 6 P. M.

Cloudy, thick and squalling. Fresh to very fresh breeze in squalls from N. by W. Barometer rising. At 5.35 started ahead slow, on course N.E. by N. (p.c.) and put on Patent log, reading 69.5.

Roger Welles Jr.
Ensign U. S. N.

From 6 to 8 P. M.

Cloudy and cold. Fresh breeze with squalls from N. N.E. Under steam in boilers A. C. and D. and the following sail, foremast staysail, main trysail and spanker. Steam 58 lbs. Revolutions 42.5.

N. P. Goldman
Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy to fair. Gentle breeze from North, blowing moderate in squalls. Steaming. At 8.20 changed course to N. N.E. 1/4 E. and took in fore and aft sail. Patent log 97.5 knots. Revolutions 43. Steam pressure 58. Moderate sea from North.

J. H. Purcell

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny, Navigator.
Lieutenant U. S. N.

Ship Essex

Making passage from Norfolk, Va. to Newport, R.I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Force of the Wind, by symbols. | Form of the Sea, in fath. | Direction of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-----|--------|-------|---------|-------------------|----------------|----------------|----------------|-----------------------------------|--------------------------------|---------------------------|-----------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at 5 ft. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 3 | 2 | 0.7 | N. N. E. $\frac{1}{4}$ E. | N. by E. | 3-4 | 1 | 0 | 30.75 | 22.20 | 19 | 40 | b.c. | comm. 2 | N. | | |
| 2 | 4 | 0 | 4.7 | " | N. N. E. | 3-4 | 1 | 0 | 30.76 | 22.20 | 19 | 40 | " | " | 1 | " | |
| 3 | 5 | 0 | 9.7 | " | " | 3-4 | 1 | 0 | 30.76 | 22.20 | 19 | 40 | b.c. | comm. 2 | 1 | " | |
| 4 | 4 | 8 | 14.5 | " | " | 3 | 1 | 0 | 30.76 | 22.20 | 19 | 40 | " | " | 1 | " | |
| 5 | 5 | 3 | 19.8 | " | " | 3 | 1 | 0 | 30.76 | 23.20 | 18 | 40 | " | " | 1 | " | |
| 6 | 6 | 7 | 24.5 | " | " | 3 | 1 | 0 | 30.76 | 22.20 | 18 | 40 | " | " | 1 | " | |
| 7 | 6 | 3 | 31.8 | " | N. E. | 2-3 | 1 | 0 | 30.76 | 22.20 | 18 | 40 | " | " | 1 | " | |
| 8 | 5 | 7 | 37.5 | " | " | 2-3 | 1 | 0 | 30.76 | 22.20 | 18 | 40 | " | " | 2 | " | |
| 9 | 5 | 8 | 43.3 | " | N. E. by N. | 3 | 1 | 0 | 30.76 | 20.20 | 19 | 39 | o.c. | comm. 2 | 0 | " | |
| 10 | 5 | 9 | 49.2 | " | E. N. E. | 3 | 1 | 0 | 30.76 | 20.20 | 19 | 37 | " | " | 0 | " | |
| 11 | 5 | 8 | 55.1 | " | E. by N. | 3 | 1 | 0 | 30.77 | 20.21 | 19 | 35 | b.c. | comm. 2 | 2 | " | |
| Noon. | 5 | 7 | 61.8 | " | " | 3 | 1 | 0 | 30.77 | 22.20 | 19 | 35 | " | " | 2 | " | |

96.4 Distance run by Patent Log

Course and distance made good since preceding noon by observations, N. E. $\frac{1}{4}$ N. 10.2 knots.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 40° 13' N. " |
| | Longitude by D. R. | 72° 20' W. " |
| | Latitude by observations of ☉ | 40° 25' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 72° 02' W. " |
| Position at 3 A. M. | Latitude by D. R. | 39° 52' N. " |
| | Longitude by D. R. | 72° 36' W. " |
| Position at 3 P. M. | Latitude by | 0 ' " |
| | Longitude by | 0 ' " |

Current during the time, 18 knots tenths ~~power~~, setting to the N. E. by E.

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

variation used.

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

variation used.

Water expended during the preceding 24 hours.

300 gallons.

Water during the preceding 24 hours.

Water remaining on hand fit for use at Noon.

2200

Coal consumed during the preceding 24 hours.

8 tons 380 lbs.

Coal remaining on hand at Noon.

99 2010

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. at 5 ft. | Air, Wet Bulb. | Air, Dry Bulb. | Water at Surface. | State of the Weather, by symbols. | Force of the Wind, by symbols. | Form of the Sea. | Direction of the Sea. |
|-------|-----------|---------|------------------------|-------------------------------------|----------|--------|-------|---------|-------------------|----------------|----------------|----------------|-------------------|-----------------------------------|--------------------------------|------------------|-----------------------|
| 1 | 7 | 69.5 | N. E. $\frac{1}{4}$ E. | N. E. | 3 | 0 | 0 | 30.75 | 23.21 | 20 | 35 | b.c. | comm. 2 | N. | | | |
| 2 | 7 | 71.5 | N. E. $\frac{1}{4}$ E. | " | 1-2 | 0 | 0 | 30.73 | 23.21 | 20 | 34 | b.c. | " | 2 | " | | |
| 3 | 7 | 73.5 | N. E. $\frac{1}{4}$ E. | " | 2 | 0 | 0 | 30.70 | 24.21 | 20 | 34 | " | " | 3 | " | | |
| 4 | 7 | 1 | 90.4 | N. E. by E. $\frac{1}{2}$ E. | " | 2 | 0 | 0 | 30.68 | 25.22 | 21 | 34 | " | comm. 2 | 3 | " | |
| 5 | 6 | 1 | 96.5 | Altered course of | " | 2 | 0 | 0 | 30.62 | 26.22 | 21 | 34 | " | " | 3 | " | |
| 6 | 6 | 5 | 30 | Navigation | " | 2 | 0 | 0 | 30.60 | 26.22 | 21 | 34 | " | " | 3 | " | |
| 7 | 6 | 5 | 9.6 | N. E. $\frac{1}{2}$ E. | " | 2 | 0 | 0 | 30.60 | 28.23 | 22 | 35 | " | " | 3 | " | |
| 8 | 5 | 5 | 15.0 | Turning by lights for Newport R.I. | " | 2 | 0 | 0 | 30.60 | 28.23 | 22 | 35 | " | " | 3 | " | |
| 9 | 7 | 2 | 22.2 | " | " | 3 | 0 | 0 | 30.64 | 30.26 | 25 | 32 | o.c. | comm. 2 | 0 | " | |
| 10 | 6 | 7 | 28.9 | " | " | 3 | 0 | 0 | 30.48 | 30.26 | 26 | 32 | " | " | 0 | " | |
| 11 | 6 | 5 | 34.4 | " | E. N. E. | 3 | 0 | 0 | 30.48 | 30.26 | 26 | 32 | o.c. | " | 0 | " | |
| Mid. | At anchor | | N. E. $\frac{1}{4}$ E. | E. N. E. | 2 | | | 30.44 | 30.26 | 25 | 32 | " | " | 0 | " | | |

under the command of

Commander J. W. Dickens
Sunday, February 25

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy with sun flurries last two hours. Gentle to moderate breeze from N by E. to N. N.E. Barometer steady. Under steam alone, no course N. N.E. $\frac{1}{4}$ E (p.c.) At 4.00 stopped engines and sounded in 36 fathoms, bottom gray sand, black specks. Steam 60 lbs. Revolution 57.

From 4 to 8 A.M.

Roger Welles, Jr.
Ensign U.S.N.

Cloudy, sunning a little at times. Light to gentle breeze from N. N.E. to N.E. Under steam in Bales A. C. and D. On course N. N.E. $\frac{1}{4}$ E. Steam 57 lbs. Revolution 42.1

From 8 A.M. to Noon

N. P. Holman
Ensign U.S.N.

Light breeze from N.E. by N. to E. by N. Cloudy with sun all the watch. Under full part At 10 A.M. at gill, for topmast stay-sail, main topsail and sprinker. At 11.55 stopped and got out of lead in 35 fathoms brown sand and black specks. At noon went ahead again full speed under three sails. Latent log 61.8 knots. Revolution 42.9. Pressure 57 lbs. Course N. N.E. $\frac{1}{4}$ E. Temperature of mercury 33° forward, 34° aft.

From Noon to 4 P.M.

J. Purcell
Lieutenant U.S.N.

Cloudy and cold. Light air to light breeze from N.E. At 1.20 changed course to S by E. $\frac{1}{4}$ E. At 1.30 sighted land, bearing N. N.W., stopped engines and took sounding 30 fathoms yellow sand with black specks. Rest of watch heading various courses, ordered by Commanding Officer. At 3.00 fired gill, for topmast stay-sail, main topsail and sprinker. At close of watch under steam alone. Montauk Light bearing N.E. by E. distant about 15 miles. Revolution 47. Steam 57 lbs.

From 4 to 6 P.M.

Roger Welles, Jr.
Ensign U.S.N.

Cloudy and cold. Light breeze from N.E. Barometer falling. Under steam in Bales A. C. and D. Steaming various courses, under flying Officer. At 5.40 Montauk Point Light bore N.W. and S.E. light of Block Island bore E. S.E. Passed Black Key off Montauk Point at 6.00 clock. Revolution 41.5. Steam 57 lbs. At 4.30 hoisted ships No. and was answered by Signal Station, then back on International Dist but this was unanswered.

From 6 to 8 P.M.

N. P. Holman
Ensign U.S.N.

Light breeze from N.E. Cloudy. Steaming. Course N.E. $\frac{1}{2}$ E. At 6.25 sighted Block Island Light, North end. At 6.50 S.E. end Block Island Light was shut out by land. At 7.25 sighted Point Judith light ahead. After 7.30 steaming by lights and sounding in for Newport Harbor. At end of watch Point Judith Light bore N.E. (p.c.) and Block Island Light, North End E. S.E. (p.c.) Revolution 42.5. Steam pressure 60. Latent log 15.4.

From 8 P.M. to Mid.

J. Purcell
Lieutenant U.S.N.

Overcast with sun last two hours. Gentle to light breeze from N.E. to E. S.E. Barometer falling. Steaming into Newport Harbor, the Commanding Officer coming until 11.00 when came to anchor in 10 fathoms water, held, only bottom and vessel to 45 fathoms outside. Binnacle on starboard chain. Banded fire in Bales A and D. and all mid fire in bales C. to rise out. Bearings of anchorage: Race Island Light N.W. by N. (p.c.) back Island $\frac{1}{2}$ E (p.c.) Ship's head E. $\frac{1}{4}$ S. Draft of ship 16 ft 3 in abt 13 ft 3 in forward.

Roger Welles, Jr.
Ensign U.S.N.
J. B. McIlwain, Navigator.
Lieutenant U.S.N.

| | | | | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | State of the Weather, by symbols. | | Form of the Sea, by symbols. | | Direction & Force of Wind, by symbols. | | State of the Sea. | |
|------------------------------|--------|---------|------------------------------|---|-----------------------------------|--------|------------------------|----------|---------------------|------|-------------------|-------------------|----------------------|--------------------------------------|--|---------------------------------|--|---|--|-------------------|---|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | | Direction by Standard Compass. | Force. | Wind. | Baromet. | Ther. in inches. | At 4 | Air, Dry bulb. | Air, Wet bulb. | Water at Surface. | | | | | | | | |
| A. M. <i>Initial current</i> | | | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 8 | | N. N. E. | N. E. by N. | 1-2 | | 30.40 | 29 | 25 | 24 | 39 | 0 c. o. | min. b. | | | | | | | 0 |
| 2 | 0 | 7 | | " | N. E. | 1-2 | | 30.37 | 29 | 26 | 25 | 39 | 0 c. o. | | | | | | | | 0 |
| 3 | 0 | 7 | | N. E. by N. | " | 1 | | 30.34 | 30 | 27 | 26 | 39 | 0 c. o. f. | | | | | | | | 0 |
| 4 | 0 | 4 | | " | " | 1 | | 30.26 | 31 | 28 | 27 | 39 | 0 c. o. | | | | | | | | 0 |
| 5 | 0 | 3 | <i>Strong</i> | E. N. E. | " | 1-2 | | 30.20 | 32 | 29 | 28 | 39 | | | | | | | | | 0 |
| 6 | 0 | 2 | <i>at 2nd</i> | " | " | 2-3 | | 30.16 | 32 | 29 | 28 | 39 | | | | | | | | | 0 |
| 7 | 0 | 2 | | N. E. | " | 2-3 | | 30.14 | 32 | 29 | 28 | 39 | | | | | | | | | 0 |
| 8 | 0 | 1 | <i>Flow</i> | " | " | 2-3 | | 30.13 | 33 | 30 | 29 | 39 | | | | | | | | | 0 |
| 9 | 0 | 2 | | " | " | 4 | | 30.10 | 37 | 33 | 33 | 35 | 0 c. o. | | | | | | | | 0 |
| 10 | 0 | 2 | | " | " | 4 | | 30.10 | 37 | 35 | 35 | 35 | 0 c. o. | | | | | | | | 0 |
| 11 | 0 | 0 | | " | " | 4 | | 29.95 | 37 | 35 | 35 | 35 | | | | | | | | | 0 |
| Noon. | 0 | 0 | | " | " | 4-5 | | 29.95 | 39 | 35 | 35 | 31 | | | | | | | | | 0 |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R.
Longitude by D. R.
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

Position at 3 A. M.: Latitude by
Longitude by

Position at 3 P. M.: Latitude by
Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots tenths

0 1 "
0 1 "
0 1 "
0 1 "
0 1 "
0 1 "

variation used.

variation used.

300 gallons.

1900
8 tons 380 lbs.
99 - 20 10

| | | | | | | | | | | | | | | | | |
|------------------------------|---|---|-------------|----------|----------|-----|-------|----|----|----|----|------------|-----------|---|--|--|
| P. M. <i>Initial current</i> | | | | | | | | | | | | | | | | |
| 1 | 0 | 1 | <i>Flow</i> | N. E. | N. E. | 5-6 | 29.92 | 36 | 34 | 33 | 31 | 0 c. o. g. | min. b. | 0 | | |
| 2 | 1 | 3 | | | | 5-7 | 29.89 | 35 | 34 | 33 | 31 | | | 0 | | |
| 3 | 1 | 2 | | | | 5-7 | 29.89 | 35 | 33 | 33 | 31 | | | 0 | | |
| 4 | 1 | 3 | | | | 5-7 | 29.89 | 35 | 33 | 33 | 31 | | | 0 | | |
| 5 | 0 | 2 | | N. N. E. | N. by E. | 7 | 29.89 | 32 | 29 | 30 | 32 | 0 c. g. | | 0 | | |
| 6 | 0 | 0 | <i>Elk</i> | | | 7 | 29.90 | 32 | 29 | 30 | 32 | | | 0 | | |
| 7 | 0 | 0 | <i>Flow</i> | N. by E. | | 7 | 29.94 | 31 | 29 | 29 | 32 | | | 0 | | |
| 8 | 0 | 0 | | | | 7 | 29.96 | 30 | 28 | 29 | 32 | | | 0 | | |
| 9 | 0 | 0 | | | | 7 | 29.97 | 30 | 28 | 28 | 32 | | | 0 | | |
| 10 | 0 | 0 | | | | 7 | 29.98 | 30 | 28 | 28 | 32 | | | 0 | | |
| 11 | 0 | 0 | | | | 7-8 | 30.04 | 30 | 28 | 28 | 32 | b. c. | current 8 | 0 | | |
| Mid | 0 | 1 | | | | 7-8 | 30.08 | 30 | 28 | 28 | 32 | | | 8 | | |

under the command of

Commander F. H. Dickins
Monday February 26

U. S. Navy,

1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast, warmer. Light air to light breeze from N.E. by N. to N.E. Barometer falling. Banked fire in Bibles A and B.

N. D. Holman
Ensign U. S. N.

From 4 to 8 A. M.

Overcast and cloudy. Snowing. Light air and breeze from N.E. commenced snowing to flood at 5:15 and finished at 6:15. Banked fire under Bibles A and B. Barometer falling.

J. H. Purcell
Lieutenant U. S. N.

From 8 A. M. to Merid

Overcast. Snowing or hailing. Moderate to fresh breeze from N.E. Riding to wind. Commanding Officer paid official visit to Commanding Officers of War College and Training Station, Richmond signalled "Take buoy or anchor at discretion". Received from Richmond: Christensen (Bk. 20), J. Parker (Seaman), C. O. Keph (En), J. F. Nielsen (Shipwright), J. D. Sullivan (En) and J. A. Barrett (Enl. Rec.) with bags, hammocks and necessary papers. Banked fire in Bibles A. Barometer falling. J. H. Purcell (En. at A) 3rd class returned from labr. Allowed fire to die out under Bibles A.

Temperature of mercury 35° forward, 36° aft.

Merid to 4 P. M.

Cloudy and cold, thawing. Stiff breeze with heavy squalls from N.E. with snow. Barometer falling. Banked fire in Bibles A. The Adjutant of the Military post came alongside and presented compliments of Commandant to Commanding Officer of this vessel.

N. D. Holman
Ensign U. S. N.

From 4 to 6 P. M.

Very fresh breeze from N by E. Heavy snow fall. Overcast and cloudy. Banked fire under Bibles A. Tidal observations not reliable due to weather. Barometer unsteady.

J. H. Purcell
Lieutenant U. S. N.

From 6 to 8 P. M.

Overcast with heavy snow fall. Very fresh breeze from N by E. Barometer rising steadily. Riding to wind against flood tide, no observations on account of weather. Banked fire in Bibles A.

Roger Welles Jr.
Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy and cool. Very fresh breeze with squalls from N.E. Barometer rising. Banked fire in Bibles A.

N. D. Holman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

Ship Essex

At anchor in the Harbor of Newport R. I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Temp. of Clear Sky, in 100ths. | State of the Sea. |
|-------|-----------|---------|------------------------|-------------------------------------|--------------------------------|--------|------------|-------------------|--------------|----------------|-----------------------------------|------------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Levee. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | |
| A. M. | | | | Ship's head | | | | | | | | | | |
| 1 | | | | N. N. E. | N. by E. | 7 | | 30.1830 | 26.2531 | b. c. | cum. | 9 | | |
| 2 | | | | N. by E. | " | 7 | | 30.1830 | 26.2531 | b. | none. | 10 | | |
| 3 | | | | " | " | 7 | | 30.1830 | 26.2531 | " | " | 10 | | |
| 4 | | | | " | " | 7 | | 30.1830 | 26.2531 | " | " | 10 | | |
| 5 | | | | " | " | 6 | | 30.2229 | 25.2430 | " | " | 10 | | |
| 6 | | | | " | " | 5 | | 30.2729 | 25.2430 | " | " | 10 | | |
| 7 | | | | " | " | 4 | | 30.3029 | 24.2330 | " | " | 10 | | |
| 8 | | | | " | " | 4 | | 30.3428 | 25.2430 | b. c. | cir. clud. | 9 | | |
| 9 | Sho. tide | | | " | " | 4 | | 30.3628 | 25.2430 | " | " | 9 | | |
| 10 | 0 1 | | | " | " | 4 | | 30.4031 | 25.2830 | " | " | 8 | | |
| 11 | 0 0 | | | " | " | 3.4 | | 30.4232 | 25.2930 | " | " | 8 | | |
| Noon. | 0 0 | | | N. N. E. | " | 3.4 | | 30.4432 | 25.2930 | " | " | 9 | | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R. knots. tenths.
 { Longitude by D. R. " "
 { Latitude by observations of ☉ " "
 { Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 A. M. { Latitude by
 { Longitude by

Position at 8 P. M. { Latitude by
 { Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

300 gallons.

1600

1 tons 267 lbs.

98 " 1750

| P. M. | | | | | | | | | | | | | | |
|-------|-----|-------|-------------|----------|-----|--|---------|---------|-------|------------|----|--|--|--|
| 1 | 0 1 | | N. N. E. | N. N. E. | 2-3 | | 30.4535 | 32.3030 | b. c. | cir. clud. | 8 | | | |
| 2 | 0 2 | | " | " | 2 | | 30.4635 | 32.3030 | " | " | 8 | | | |
| 3 | 0 1 | | " | " | 2 | | 30.4636 | 34.3330 | " | " | 8 | | | |
| 4 | 0 1 | | N. by E. | " | 1-2 | | 30.4636 | 34.3330 | " | " | 6 | | | |
| 5 | 1 1 | | E. by N. | E. S. E. | 2 | | 30.4637 | 34.3330 | " | " | 7 | | | |
| 6 | 1 0 | | " | " | 2 | | 30.4638 | 32.3131 | " | " | 8 | | | |
| 7 | 0 0 | | E. S. E. | " | 2 | | 30.4638 | 32.3131 | " | " | 9 | | | |
| 8 | 0 1 | | S. E. by S. | " | 2 | | 30.4638 | 31.3131 | b. c. | none. | 10 | | | |
| 9 | 0 2 | Flood | S. E. by E. | " | 2 | | 30.4638 | 31.3130 | " | " | 10 | | | |
| 10 | 0 1 | | E. by S. | " | 2-1 | | 30.4738 | 30.2929 | " | " | 10 | | | |
| 11 | 0 1 | | S. S. E. | " | 1 | | 30.4638 | 30.2929 | " | " | 10 | | | |
| Mid. | 0 1 | | S. by N. | " | 1-3 | | 30.4638 | 31.3030 | b. c. | cir. clud. | 7 | | | |

under the command of

Commander F. W. Dickins
Tuesday, February 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Very fresh breeze from N by E. Clear. Banked fires under Boiler A. No reliable tidal data observed due to high wind.

J. Russell
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear, cool and pleasant. Fresh to moderate breeze from N by E. Barometer rising. Ship riding to wind. No reliable tidal observations. Banked fires in Boiler A.

Roger Clapper Jr.
Ensign U.S.N.

From 8 A.M. to Meridian.

Clear and cold; gentle to moderate breeze from N. by E.; barometer rising. Ship riding to wind. Lieut. W. D. Lockerton U.S.N. reported for duty on board this vessel. J. Pelton (M.A.) went on 45 tons. Clear. Banked fires in boiler A. Temperature of magazine 34° forward 35° aft.

N. P. Coleman
Ensign U.S.N.

Meridian to 4 P.M.

Clear and cool; light air to gentle breeze from N.N.E. By direction of Senior Officer present the line Officers of this ship went to the gunnery platform to receive instructions in regard to the instruction of apprentices. Banked fires in boiler A.

N. P. Coleman
Ensign U.S.N.

From 4 to 8 P.M.

Generally clear and pleasant. Light breeze from E.S.E. Barometer rising. Banked fires in boiler A.

Roger Clapper Jr.
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and cool; light air to gentle breeze from E.S.E.; barometer falling. Banked fires in boiler A. Flood tide at 9 o'clock.

N. P. Coleman
Ensign U.S.N.

J. B. Miltner, ^{Inspector}
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
At Anchor in the Harbor of Newport - R. I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Levee. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | 0 | 1 | Flood | S. S. W. | S. S. W. | 2 | | 30.46 | 34 | 32 | 31 | 30 | V. c. | heaving | 1 |
| 2 | 0 | 1 | " | " | " | 2 | | 30.46 | 34 | 32 | 31 | 30 | " | " | 1 |
| 3 | 0 | 0 | " | Swinging | " | 1-2 | | 30.46 | 34 | 33 | 33 | 30 | b. c. | variable | 7 |
| 4 | 0 | 0 | Ebb | N. E. by N. | " | 1 | | 30.46 | 34 | 33 | 33 | 30 | " | variable | 9 |
| 5 | 0 | 5 | " | N. N. E. | Calm | 0 | | 30.44 | 35 | 33 | 33 | | " | " | 9 |
| 6 | 0 | 5 | " | N. by E. | " | 0 | | 30.44 | 34 | 32 | 32 | | " | " | 8 |
| 7 | 0 | 2 | " | N. by E. | S. E. | 1-2 | | 30.44 | 33 | 34 | 34 | | b. c. m. | " | 7 |
| 8 | 0 | 0 | " | E. by N. | S. S. E. | 1-2 | | 30.46 | 36 | 34 | 34 | | " | " | 6 |
| 9 | 0 | 0 | Swinging | E. S. E. | " | 1-2 | | 30.48 | 41 | 37 | 36 | | c. | " | 4 |
| 10 | 0 | 1 | Flood | S. S. E. | " | 1-2 | | 30.46 | 42 | 38 | 37 | | " | " | 4 |
| 11 | 0 | 2 | " | " | " | 1-2 | | 30.44 | 42 | 38 | 37 | | " | variable | 1 |
| Noon. | 0 | 2 | " | " | " | 1-2 | | 30.42 | 42 | 39 | 38 | | " | " | 1 |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R. knots. tenths.
 Longitude by D. R. " " "
 Latitude by observations of ☉ " " "
 Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 3 A. M. Latitude by
 Longitude by

Position at 3 P. M. Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

" " "

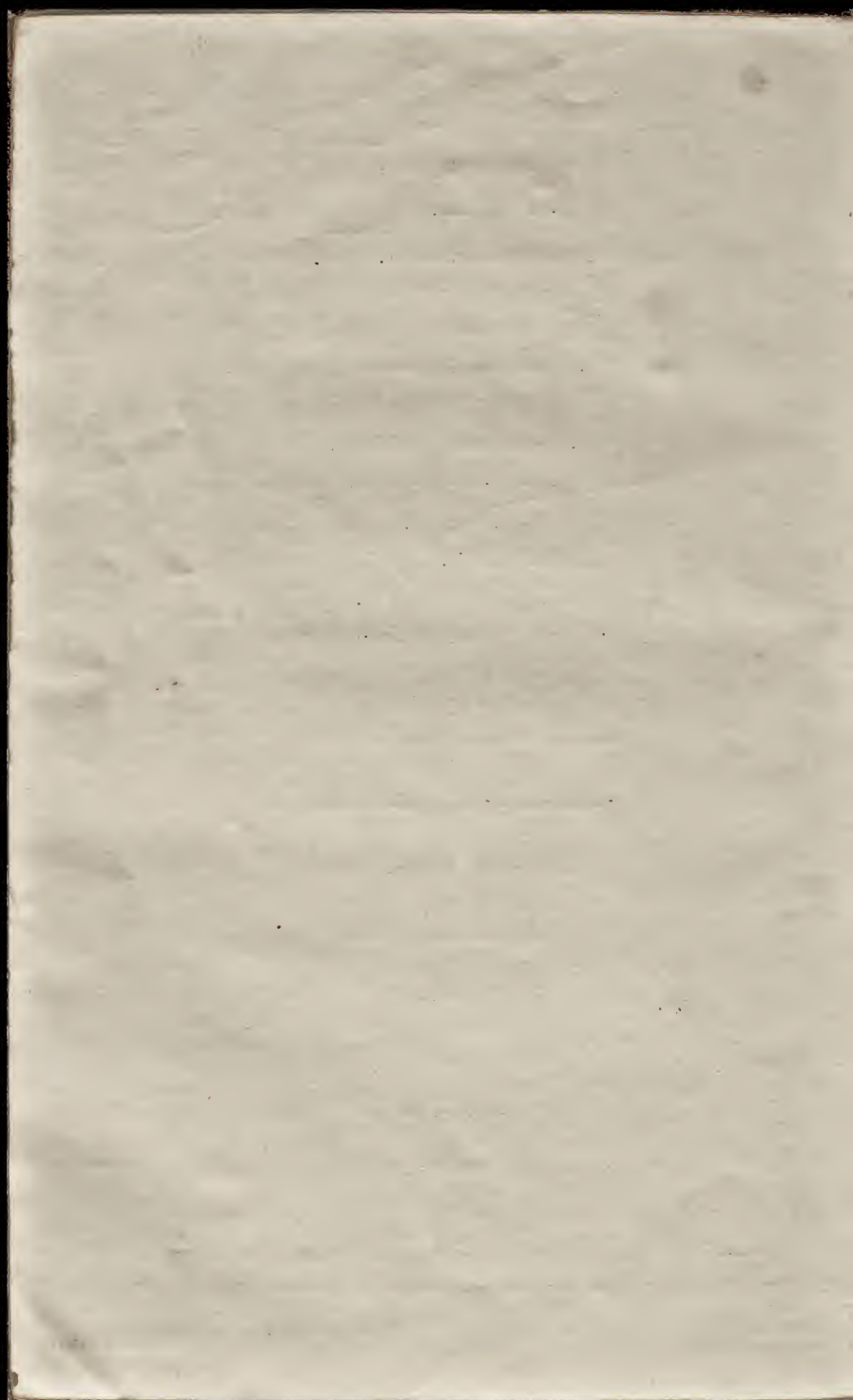
" " "

" " "

" " "

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Levee. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | | | |
| P. M. | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Flood | South | S by E. | 1-2 | | 30.37 | 42 | 41 | 40 | 38 | b. c. | variable | 2 |
| 2 | 0 | 3 | " | " | " | 1-2 | | 30.38 | 44 | 43 | 42 | 38 | " | " | 2 |
| 3 | 0 | 1 | Ebb | S. E. | " | 1-2 | | 30.34 | 41 | 41 | 40 | 38 | " | " | 1 |
| 4 | 0 | 1 | " | N. E. by E. | " | 2-3 | | 30.33 | 41 | 40 | 39 | 38 | b. c. | " | 0 |
| 5 | 0 | 2 | " | N. E. | " | 2-3 | | 30.31 | 43 | 40 | 39 | 40 | b. c. | variable | 7 |
| 6 | 0 | 1 | " | " | " | 2 | | 30.33 | 40 | 39 | 39 | 40 | " | " | 1 |
| 7 | 0 | 1 | " | East | South | 2 | | 30.35 | 40 | 39 | 39 | 40 | b. c. | variable | 8 |
| 8 | 0 | 0 | " | " | " | 1-2 | | 30.36 | 40 | 39 | 39 | 40 | " | " | 9 |
| 9 | 0 | 1 | " | S. E. by S. | S S W. | 1-2 | | 30.36 | 40 | 39 | 39 | 40 | " | " | 9 |
| 10 | 0 | 1 | " | " | " | 1-2 | | 30.34 | 40 | 40 | 39 | 40 | " | " | 9 |
| 11 | 0 | 1 | " | S. by E. | Calm | 0 | | 30.34 | 40 | 40 | 39 | 40 | " | " | 9 |
| Mid. | 0 | 1 | " | S. W. by S. | " | 0 | | 30.32 | 38 | 37 | 37 | 38 | " | " | 9 |

1 tons 360 lbs.
 97 " 1390



Commenced and ended 4 A.M.

Cloudy first part, clearing latter part of watch. Cold. Light airs and breezes from S. & N. Ship riding to the ebb tide at 3.15. Moon rose about 3 o'clock. Banked fires in boiler A.

W. R. Caperton,
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally clear and pleasant-weather, light airs & breezes from S. E. to S. S. E. Barometer steady. Ship riding to ebb tide until 7.45 when started to rising to flood. Banked fires in boiler A. Received on board 30 lbs. bread, $37\frac{1}{2}$ lbs. beef and $37\frac{1}{2}$ lbs. vegetables which passed inspection.

Roger Welles, Jr.
Ensign U.S.N.

From 8 A.M. to Meridian.

Cloudy & cool; light-airs to light-breezes from S. S. E. Commanding officer of the Training Station paid an official visit to the Commodore of this vessel. Chief Wheeler (White 2nd Class) reported about without leave. At 1.30 made signal No. 1455 and training station answered 904. Banked fires in boiler A. Temp of magazine 54° forward, 56° aft.

N. P. Coleman
Ensign U.S.N.

Meridian to 4 P.M.

Cloudy, cold & threatening rain. Light-airs & breezes from S. by E. Leaving to the Ebb at 2.45. At 3 P.M. the following named Apprentices 3rd Class were transferred from the Naval Training Station to this vessel, with their hammocks, bags, accounts and necessary transfer papers: (See appended list.) At 3 P.M. made signal No. 1456 & this vessel answered 904. At 3.15 fired rail, having previously stationed the Apprentices. Banked fires in boiler A.

W. R. Caperton,
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy and cold; light to gentle breeze from S. by E. Banked fires under boiler A.

N. P. Coleman
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and cold. Bright starlight. Calm and light-airs from S. S. W. Ship riding to the ebb tide. Banked fires under boiler A.

W. R. Caperton,
Lieutenant U.S.N.

Approved:

Examined and found to be correct.

Commodore, U.S.N., *W. R. Caperton*

J. B. McIlroy, Surgeon,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex
At Anchor in the Harbor of Newport, R. I.
Third Rate,

| Reading of Patent Log. | | | | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|------------------------|--------|---------|-------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Patent Log. | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 1 | Good | S. S. N. | Calma | | 0 | | | 30.26 | 56 | 56 | 35 | 40 | b. f. | none | 10 | |
| 2 | 0 | 0 | " | S. S. E. | " | | 0 | | | 30.25 | 35 | 35 | 34 | 40 | " | " | 10 | |
| 3 | 0 | 0 | Ell | N. N. E. | " | | 0 | | | 30.24 | 34 | 35 | 34 | 40 | " | " | 10 | |
| 4 | 0 | 6 | " | " | " | | 0 | | | 30.23 | 35 | 35 | 34 | 40 | " | " | 10 | |
| 5 | 0 | 5 | " | " | " | | 0 | | | 30.21 | 35 | 34 | 34 | | b. c. m. | cir. str. | 6 | |
| 6 | 0 | 5 | " | " | " | | 0 | | | 30.21 | 35 | 34 | 34 | | b. c. f. | cir. str. | 2 | |
| 7 | 0 | 5 | " | North | " | | 0 | | | 30.20 | 38 | 35 | 35 | | " | " | 2 | |
| 8 | 0 | 2 | " | N. by N. | " | | 0 | | | 30.24 | 37 | 36 | 36 | | " | " | 3 | |
| 9 | 0 | 1 | " | " | S N | | 0-1 | | | 30.24 | 40 | 36 | 36 | | b. c. | " | 4 | |
| 10 | 0 | 1 | " | N. E. | " | | 0-1 | | | 30.24 | 41 | 41 | 41 | | " | " | 4 | |
| 11 | 0 | 1 | " | N. by E. | " | | 0-1 | | | 30.24 | 44 | 43 | 43 | | " | " | 3 | |
| Noon. | 0 | 1 | " | " | " | | 1 | | | 30.24 | 44 | 43 | 43 | | " | " | 7 | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |

Position at 8 A. M.

Latitude by

Longitude by

Position at 8 P. M.

Latitude by

Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

2200 lbs.

Coal remaining on hand at Noon,

96 " 1430 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|-------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 0 | 0 | Good | S. N. | S. N. by N. | 1-2 | | | 30.21 | 44 | 42 | 41 | | b. c. | cir. str. | 9 | |
| 2 | 0 | 1 | " | S. N. by S. | S. N. | 1-2 | | | 30.18 | 46 | 44 | 43 | | b. | none | 10 | |
| 3 | 0 | 2 | " | S. N. | S. N. | 1-2 | | | 30.17 | 48 | 51 | 48 | | " | " | 10 | |
| 4 | 0 | 0 | " | S. N. by N. | S. N. by N. | 1-2 | | | 30.17 | 48 | 53 | 49 | | " | " | 10 | |
| 5 | 0 | 1 | Ell | N. E. by N. | N. E. by N. | 2-3 | | | 30.14 | 44 | 46 | 45 | | b. c. | cir. str. | 9 | |
| 6 | 0 | 2 | " | " | N. E. by N. | 2-3 | | | 30.13 | 44 | 44 | 43 | | " | cumuli | 9 | |
| 7 | 0 | 2 | " | N. by E. | " | 2-3 | | | 30.12 | 42 | 41 | 40 | | " | " | 9 | |
| 8 | 0 | 2 | " | N. E. | " | 2 | | | 30.11 | 41 | 39 | 38 | | b. m. | none | 10 | |
| 9 | 0 | 0 | Good | South | " | 0-1 | | | 30.12 | 41 | 39 | 38 | | b. | " | 10 | |
| 10 | 0 | 1 | " | " | " | 0-1 | | | 30.12 | 41 | 39 | 39 | | b. c. | cir. | 9 | |
| 11 | 0 | 1 | " | S. by N. | " | 0-1 | | | 30.12 | 41 | 39 | 39 | | " | " | 9 | |
| Mid. | 0 | 1 | " | S. S. N. | " | 0-1 | | | 30.12 | 41 | 39 | 39 | | " | " | 9 | |

under the command of

Commander J. H. K. K. K.
Pensacola, March 1st

U. S. Navy.

1674.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Madame - to J. M.

Water back for round horizon lifting last lower - clear
marked that rising to abt. 2.50 probably see the mountain. Wind
free in water to

J. Purcell

Examen - 12. 7. 71

From 4 to 6 A.M.

Clear, Clouds and haze, barometer rising slightly. Boat moving
to low tide. Reached pier for boiler to

R. D. Brown

Page 17

From the N. to the S. —

Islands to her and pleasant. B. W. came from N. T. received an
shipment of supplies and accounts to the. Paid 10% for the back beef and
10% for the vegetables for more to ship over. At 9:30 minutes at quarter
to her. Weather clear and pleasant. About over the. At 10:00 went to the quarter
and experienced view at their station. In the afternoon three boats under
order. A. ship going to the tide. Expectation of Magazines 300 from 10:00 to 11:00

W. R. Raper

Restaurant - 4.45

Meridian 16 4 21

High - sea and breeze from S.W. and S.W. by S. blew but began backing to flood tide at 12.10 and freshened at 1.00. Continued the observation on burning head of swimming piggins. Recovered from S.W. burning station with fog and steamers and transfer accounts to boiler P. 11.00. 1902. Dashed fire under boiler.

Small

Wentworth - N. H. 2

From 4 1/2 - 7 P.M.

Clear, mild and pleasant weather. Eight to twelve breezes from N.W. running to N.E. High water at 4.30, finished averaging to the low tide at 5 o'clock. Took in 2000 gallons fresh water from the running station water lighter. Two barrels under boiler & 2 at 6.15

To H. Robertson

London 4-4-17

Fern E. Wm. la Madras Gt-

beach, occasional light waves from N. W. beach. Peak waves
to flood tide at 9 o'clock in 10 minutes. Dried grass under water 2 ft.

W. Purcell

Lieutenant W. L. H.

Examined and found to be correct.

J. B. M. Stone

Quintana Roo, D. F.

LOG of the UNITED STATES

Ship Essex
At Anchor in the Harbor of Newport, R. I.
 Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Barom. | TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|--------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | 1 | Flot | S. S. N. | S. S. N. | 1 | | 30.09 | 40 | 38 | 37 | | b. m. | none | 10 | |
| 2 | 1 | " | " | " | 1 | | 30.07 | 39 | 38 | 38 | | " | " | 10 | |
| 3 | 0 | " | " | " | 0-1 | | 30.05 | 38 | 38 | 38 | | " | " | 10 | |
| 4 | 0 | " | South | South | 0-1 | | 30.04 | 38 | 38 | 37 | | " | " | 10 | |
| 5 | 0 | " | Swinging to Ebb | " | 1 | | 30.04 | 38 | 37 | 36 | | b. e. m. | cumuli | 8 | |
| 6 | 0 | " | N. E. | " | 1 | | 30.04 | 39 | 37 | 36 | | " | str. | 4 | |
| 7 | 0 | " | E. N. E. | S. S. N. | 1 | | 30.04 | 37 | 36 | 35 | | " | " | 4 | |
| 8 | 0 | " | N. E. | " | 1 | | 30.03 | 39 | 37 | 36 | | " | stratus | 4 | |
| 9 | 0 | " | Flot | Flot | 1-2 | | 30.01 | 41 | 40 | 39 | | b. c. | " | 4 | |
| 10 | 1 | " | Flot by S. | " | 1-2 | | 29.99 | 42 | 41 | 40 | | " | " | 5 | |
| 11 | 1 | " | Flot | " | 2-3 | | 29.98 | 43 | 41 | 40 | | " | " | 5 | |
| Noon. | 2 | " | Flot by S. | " | 3 | | 29.97 | 44 | 42 | 41 | | " | " | 6 | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours,

Water received during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

400 gallons.

2500 "

2800 "

1 tons 860 lbs.

95 - 670 "

| P. M. | | | | | | | | | | | | | | | |
|-------|---|---|-------|------------|-------|-----|-------|----|----|----|--|-------|--------|----|--|
| 1 | 0 | 2 | Flot. | Flot by S. | Flot. | 2 | 29.94 | 45 | 44 | 43 | | b. c. | cumuli | 5 | |
| 2 | 0 | 1 | " | " | " | 2 | 29.92 | 43 | 42 | 41 | | " | " | 3 | |
| 3 | 0 | 1 | " | " | " | 1-2 | 29.90 | 43 | 43 | 42 | | " | " | 2 | |
| 4 | 0 | 1 | " | " | " | 1 | 29.90 | 42 | 42 | 41 | | " | " | 2 | |
| 5 | 0 | 0 | Flot | Flot | Flot | 1-2 | 29.90 | 42 | 43 | 42 | | " | strat | 2 | |
| 6 | 0 | 1 | Flot | Flot by S. | " | 1-2 | 29.88 | 43 | 43 | 42 | | " | " | 4 | |
| 7 | 0 | 1 | " | Flot | " | 2 | 29.88 | 45 | 43 | 41 | | " | cumuli | 9 | |
| 8 | 0 | 2 | " | Flot by S. | " | 3-4 | 29.88 | 45 | 43 | 41 | | " | " | 9 | |
| 9 | 0 | 2 | " | Flot by S. | Flot | 3-4 | 29.90 | 43 | 41 | 39 | | " | cumuli | 9 | |
| 10 | 0 | 2 | " | Flot | " | 3-4 | 29.92 | 42 | 41 | 39 | | b. | none | 10 | |
| 11 | 0 | 1 | " | " | " | 3-4 | 29.93 | 41 | 40 | 38 | | " | " | 10 | |
| Mid. | 0 | 1 | " | " | " | 3-4 | 29.94 | 40 | 40 | 39 | | " | " | 10 | |

under the command of

Commander V. H. Dickens

, U. S. Navy,

Friday, March 2nd

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bazy. Calm and light airs from S. S. W. to South. Barometer falling.
Banked fires in boiler A.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 A.M.

Fair to cloudy and cool. Light airs from South and S. S. W. black water at 4:11: finished swinging to the left at 7:30. Fires banked under boiler A. Received in Department of Supplies and Accounts 8 lbs. bread, 10 1/4 lbs. vegetables and 106 1/4 lbs. fresh beef for issue to crew.

W. R. Everett
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Light airs to gentle breeze from S.W. Ship began swinging to flood at 8:30 and finished in 20 minutes. At 9:30 mustered at Quarters; about without leave, Charles Oberholzer. Stationed and instructed in stations at General Quarters, the apprentices exercised all hands in making sail to royals, counterbalanced yards for casting, then shortened and fuiled sail. By order of Commanding Officer placed in confinement for safe keeping, to await investigation Otto Schleuter (Seaman) Banked fires under Boiler A. Received in Equipment Dept. 3 galley copper and 150 lbs of lumps. Arthur A. Young (Seaman) reported for duty from U. S. F. T. Vabash: his accounts and transfer papers are to come by mail. Temperature of magazines 37° forward, 39° aft. By order of Commanding Officer, E. Newman (Seaman) was reduced to 4th class conduct for being drunk on duty.

J. B. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy. Light airs and breeze from S.W. Barometer falling. At 2:40 made signal Interrogatory 2424, which was answered by Richmond with 904. Stationed apprentices in boats for abandoning ship and selected regular pulling boats crew, servicing the latter at pulling. Transferred Dennis Pullman (Seaman) and J. Christensen (Boatman) to R. F. Bennett, with bags, hammocks and necessary papers, by order of the Bureau of Navigation. Banked fires in Boiler A. Tied magazines from rocks and staves and found them in working order.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 P.M.

Light airs to moderate breeze from N. N. W. Cloudy to clear. Ship swung to left at 5:50 in new row. Banked fires under Boiler A.

J. B. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear weather. Gentle to moderate breeze from N. N. W. Barometer rising. Banked fires in Boiler A.

Roger Welles, Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of Newport R.I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Clear Sky, in tenths. | State of the Sea. |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Tidal Current | | | | | | | | | | | | | | | | |
| Ship's head | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | 0 | 1 | | N. N. W. | N. N. W. | 5 | | 29.94 | 40 | 40 | 40 | b. c. | cir strat | 9 | | |
| 2 | 0 | 1 | | " | " | 5.3 | | 29.94 | 40 | 40 | 40 | " | " | 9 | | |
| 3 | 0 | 1 | | " | " | 5.4 | | 29.94 | 40 | 39 | 38 | b. | none | 10 | | |
| 4 | 0 | 1 | Ebb | " | " | 5.4 | | 29.98 | 40 | 39 | 38 | " | " | 10 | | |
| 5 | 0 | 2 | | South | " | 2.3 | | 30.02 | 40 | 39 | 38 | b. c. | cum. strat | 8 | | |
| 6 | 0 | 5 | | " | " | 2.3 | | 30.04 | 40 | 39 | 38 | " | " | 7 | | |
| 7 | 0 | 6 | | N. by E. | " | 3 | | 30.09 | 38 | 39 | 38 | " | cum. strat | 7 | | |
| 8 | 0 | 4 | | " | " | 3 | | 30.13 | 38 | 40 | 39 | " | " | 8 | | |
| 9 | 0 | 6 | | South | South | 3 | | 30.16 | 43 | 42 | 40 | b. | none | 10 | | |
| 10 | 0 | 3 | | " | " | 3 | | 30.18 | 43 | 43 | 42 | " | " | 10 | | |
| 11 | 0 | 2 | | " | " | 3 | | 30.20 | 44 | 43 | 42 | " | " | 10 | | |
| Noon. | 0 | 3 | | N. by E. | N. by E. | 3 | | 30.20 | 44 | 43 | 42 | " | " | 10 | | |

Course and distance made good since preceding noon by observations.

| | knots. | tenths. |
|--|--------|---------|
| Position at Noon: Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon, 2400

Coal consumed during the preceding 24 hours, 1 tons 760 lbs.

Coal remaining on hand at Noon, 93 - 2050

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbol. | Forme of Clouds, by symbol. | Force of Clear Sky, in tenths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|---------|-------------------|-------------|----------------|----------------|-------------------|----------------------------------|-----------------------------|--------------------------------|-------------------|
| 1 | 0 | 0 | <i>Flood</i> | North | North | 3.4 | | 30.18 | 46 | 44 | 40 | | b. | none | 10 | |
| 2 | 0 | 0 | | " | " | 3.4 | | 30.19 | 46 | 44 | 42 | | " | " | 10 | |
| 3 | 0 | 0 | | " | " | 3.4 | | 30.20 | 46 | 46 | 42 | | " | " | 10 | |
| 4 | 0 | 0 | | " | " | 3.4 | | 30.21 | 46 | 46 | 44 | | " | " | 10 | |
| 5 | 0 | 0 | <i>Ebb</i> | " | N. N. W. | 3 | | 30.22 | 46 | 46 | 44 | | " | " | 10 | |
| 6 | 0 | 0 | | " | " | 3 | | 30.25 | 46 | 45 | 42 | | b.c. | cir strat | 9 | |
| 7 | 0 | 2 | | N. by E. | " | 3 | | 30.28 | 46 | 41 | 39 | | " | " | 9 | |
| 8 | 0 | 4 | | N. N. E. | " | 2 | | 30.34 | 43 | 40 | 38 | | b. | none | 10 | |
| 9 | 0 | 4 | | N. by E. | " | 3 | | 30.43 | 43 | 40 | 38 | | " | " | 10 | |
| 10 | 0 | 3 | | " | " | 3 | | 30.43 | 42 | 40 | 41 | | " | " | 10 | |
| 11 | 0 | 2 | | " | " | 3 | | 30.40 | 39 | 40 | 41 | | " | " | 10 | |
| Mid. | 0 | 2 | | " | " | 3 | | 30.41 | 39 | 40 | 41 | | " | " | 10 | |

under the command of

Commander F. M. Dickins
Saturday March 3

U. S. Navy.

1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Boiler A.

Clear and cool. Staff to gentle breeze from N. N. W. Banked fire in

N. P. Coleman
Ensign U. S. N.

From 4 to 8 A. M.

Light to gentle breeze from N. N. W. Clear and cool. Banked fire under Boiler A. L. O. Under Order 2^d at. returned to board at 7.25. 7 1/2 hours overtime. Riding to H tide all the water. Received in Dept of Supplies and Accounts 24 lb. of fresh bread, 105 lbs each of fresh beef and vegetables.

J. P. Russell
Lieutenant U. S. N.

From 8 A. M. to Noon.

Clear and pleasant. Gentle breeze from North to N. by E. Barometer rising. At 7.15 signalled Intergating 5455, which was answered by Richmond with 904. Forward sent to 2. Brothers. At 9.30 mustered crew at Quarters. At 9.35 made signal Intergating 2424, answered by Richmond with 904. Exercised Apprentices with Arms and Bay all boats, swimming and lowering them, and receiving them in squadrons. Evolutions under oars by signals from this ship, after which received all boats under sail. Banked fire under Boiler A. J. Petrus (Lt. N. N. W.) and L. M. Deane (Lt.) about without leave. By order of Commanding Officer, O. S. Feltner (Tm) was released from confinement and restored to duty and allowed to go ashore. Signature of magazine 31 forward 39 aft.

Roger W. Wells Jr.
Ensign U. S. N.

From Noon to 4 P. M.

Clear and pleasant. Gentle to moderate breeze from N. N. W. Charles Under Order 2^d at. was directed to Landman for onstaying leave 3 days and leaving the limits of the station. A visiting party of apprentices left the ship for the Training Station. No accounts of J. S. Doring (1st cl. App) was returned on board. Banked fire in Boiler A. Tied up riding to av. By order of Commanding Officer, L. M. Deane (Lt.) was reduced to 3^d class conduct for mistaking leave 22 hours.

N. P. Coleman
Ensign U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Gentle to light breeze from N. N. W. Barometer rising. At 4.30 crew boys came alongside. At 5.00 visiting party returned and pulled down hammocks. At 5.30 made signal Intergating 6070 which was answered by Richmond with 904. Put down royal yards. Banked fire in Boiler A.

Roger W. Wells Jr.
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear and cool. Gentle breeze from N. N. W. L. M. Deane (Lt.) returned 22 hours overtime. Banked fire in Boiler A.

N. P. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
At anchor in the Harbor of Newport R.I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Gale, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|----------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. air. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| Tidal Current. | | | | Flow head | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Flow | Ch. S. Ch. | N. N. E. | | 1-2 | | | 30.38 | 40 | 39 | 38 | b. | none. | | 10 | | |
| 2 | 0 | 6 | Flow | Ch. S. Ch. | " | | 1-2 | | | 30.39 | 39 | 38 | 37 | " | " | | 10 | | |
| 3 | 0 | 1 | Ebb | North | " | | 1-2 | | | 30.40 | 38 | 38 | 37 | " | " | | 10 | | |
| 4 | 0 | 2 | " | " | " | | 1-2 | | | 30.41 | 38 | 38 | 37 | " | " | | 10 | | |
| 5 | 0 | 2 | " | " | Calms. | | 0 | | | 30.45 | 38 | 38 | 37 | " | " | | 10 | | |
| 6 | 0 | 2 | " | N. by E. | N. by E. | | 1 | | | 30.49 | 38 | 37 | 37 | b. c. | strab. | | 9 | | |
| 7 | 0 | 4 | " | " | " | | 1 | | | 30.50 | 36 | 37 | 37 | " | " | | 9 | | |
| 8 | 0 | 5 | " | N. N. E. | North | | 1 | | | 30.52 | 36 | 38 | 37 | " | " | | 9 | | |
| 9 | 0 | 4 | " | North | Calms. | | 0 | | | 30.53 | 38 | 40 | 39 | " | " | | 9 | | |
| 10 | 0 | 2 | " | " | " | | 0 | | | 30.53 | 40 | 42 | 40 | " | " | | 9 | | |
| 11 | 0 | 3 | " | N. N. E. | S. Ch. | | 2 | | | 30.53 | 43 | 43 | 41 | " | " | | 9 | | |
| Noon. | 0 | 1 | " | South | " | | 3 | | | 30.53 | 43 | 43 | 41 | " | " | | 9 | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by 0 " "
 Longitude by 0 " "

Position at 8 P. M. Latitude by 0 " "
 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1950 "

Coal consumed during the preceding 24 hours, tons 1900 lbs.

Coal remaining on hand at Noon, 93 - 150 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. air. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Gale, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|----------------------|--------|-------|---------|-------------------|------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|----------------------------|-------------------------------|-------------------|
| 1 | 0 | 2 | <i>Flow</i> | <i>S. Ch.</i> | <i>S. Ch.</i> | 3 | | | 30.52 | 42 | 41 | 38 | | <i>b. c.</i> | <i>cir. strab.</i> | | 9 | |
| 2 | 0 | 2 | " | <i>S. Ch.</i> | " | 3 | | | 30.52 | 45 | 44 | 41 | | " | " | | 9 | |
| 3 | 0 | 3 | " | " | " | 3 | | | 30.52 | 46 | 45 | 43 | | <i>b.</i> | <i>none.</i> | | 10 | |
| 4 | 0 | 3 | " | " | " | 3 | | | 30.52 | 46 | 45 | 44 | | " | " | | 10 | |
| 5 | 0 | 2 | " | " | " | 3 | | | 30.50 | 42 | 44 | 42 | | " | " | | 10 | |
| 6 | 0 | 0 | <i>Flow</i> | " | " | 3 | | | 30.49 | 41 | 42 | 40 | | <i>b. c.</i> | <i>cir. strab.</i> | | 9 | |
| 7 | 0 | 2 | <i>Ebb</i> | <i>West.</i> | " | 3 | | | 30.48 | 42 | 40 | 38 | | " | " | | 9 | |
| 8 | 0 | 2 | " | <i>N. Ch.</i> | <i>S. Ch. by Ch.</i> | 3-2 | | | 30.48 | 40 | 39 | 38 | | " | " | | 9 | |
| 9 | 0 | 2 | " | " | " | 3 | | | 30.48 | 40 | 39 | 38 | | " | <i>cir. strab.</i> | | 9 | |
| 10 | 0 | 2 | " | <i>N. Ch. by Ch.</i> | " | 3 | | | 30.48 | 41 | 39 | 38 | | " | " | | 9 | |
| 11 | 0 | 0 | <i>Flow</i> | <i>West.</i> | " | 3-4 | | | 30.48 | 41 | 39 | 38 | | " | " | | 9 | |
| Mid. | 0 | 1 | " | <i>Ch. S. Ch.</i> | " | 3-4 | | | 30.48 | 41 | 39 | 38 | | " | " | | 9 | |

under the command of

Commander F. W. Dickins
Sunday March 4

U. S. NAVY,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Clear and cold. Bright starlight. Light air and breeze from N. & E.
Black water at 140. Finished unrigging to the old tide at 2 30 A. M. Five barrels under
bales &c.

W. R. Caderton,
Lieutenant U. S. N.

Four 4 to 8 A. M.

Clear and pleasant. Calm and light air from S. by E. to South. Barometer rising.
Called all hands at 5 00 and began coaling ship with standard water at 5 30. Completed unrigging the
lights at 7 30 having secured 43 tons 1300 lbs. of coal. Baked five in boiler &c.

Roger Weller, Jr.
Engine R. & N.

Four 8 A. M. to Noon

Pleasant, partially cloudy. Calm to light air from S. W. Port watch engaged
coaling from 3 masted schooner Gray Miller & Casperwell (Tex) left steam launch with 40 prisoners.
The following fresh provisions were secured on board in Department of Supplies and Accounts 106 1/2 lbs.
beef, 106 1/2 lbs vegetables, 25 lb bread. Baked five in boiler &c. J. Peterson (U. S. N.) reported
absent without leave. By order of Commanding Officer & Casperwell (Tex) was declared a deserter.
Computation of magazines 35' forward 35' aft.

N. P. Holman
Engine R. & N.

Four Noon to 4 P. M.

Clear and cold. Gentle breeze from S. W. Ship riding to the flood tide. Continued
coaling ship from schooner Gray Miller and took in 16 tons during watch. Five barrels under
bales &c. A visiting party of apprentices came on board from the U. S. Training Station.

W. R. Caderton,
Lieutenant U. S. N.

Four 4 to 8 P. M.

Clear and cool. Gentle breeze from S. W. Ship coming to old tide at 7 00 dark.
Finished coaling having secured 77 tons 235 lbs. Baked five in boiler &c. Took in 4 to black at 8 P. M.
reported for duty on this ship.

N. P. Holman
Engine R. & N.

Four 8 P. M. to End

Clear and cold. Breeze to moderate breeze from S. W. by N. Black water about
10 30. Ship unrigging to flood tide at end of watch. Five barrels under bales &c.

W. R. Caderton,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of Newport R.I.

Third Rate,

| | | | | WIND. | | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|---------------|------------------|---------|------------------------|-------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|--|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heat. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Gale, by symbols. | Temp. of Air, by F. & C. in Sh. in F. & C. | State of the Sea. |
| Tidal Current | | | | | | | | | | | | | | | | | | |
| Ship's head. | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Flow. | SE | SE. by N. | 3 | | | 30.50 | 45 | 44 | 43 | | br. | none | | 10 | |
| 2 | 0 | 2 | " | SE by S. | " | 2 | | | 30.50 | 45 | 44 | 43 | | " | " | | 10 | |
| 3 | 0 | 2 | " | " | SE | 2 | | | 30.48 | 44 | 44 | 43 | | " | " | | 10 | |
| 4 | 0 | 2 | " | " | " | 2 | | | 30.48 | 44 | 43 | 42 | | " | " | | 10 | |
| 5 | 0 | 1 | " | SE | " | 0-1 | | | 30.48 | 40 | 39 | 38 | | br. | cir. | | 9 | |
| 6 | 0 | 2 | " | SE | " | 2 | | | 30.48 | 40 | 39 | 38 | | br. | " | | 8 | |
| 7 | 0 | 0 | " | SE | " | 2 | | | 30.49 | 41 | 39 | 38 | | " | " | | 7 | |
| 8 | Swinging to Ebb. | | | " | " | 3 | | | 30.50 | 39 | 40 | 39 | | " | " | | 7 | |
| 9 | 0 | 2 | Ebb. | N. by E. | " | 3-4 | | | 30.49 | 39 | 40 | 39 | | " | " | | 9 | |
| 10 | 0 | 2 | " | SE by N. | " | 3-4 | | | 30.48 | 43 | 42 | 40 | | br. | cir. cum. | | 9 | |
| 11 | 0 | 1 | " | " | " | 3-4 | | | 30.46 | 44 | 42 | 40 | | " | " | | 9 | |
| Noon. | 11.45 | | Slack | SE | " | 3-4 | | | 30.45 | 47 | 45 | 43 | | " | " | | 9 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 " "

Longitude by D. R. 0 " "

Latitude by observations of ☉ 0 " "

Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by 0 " "

Longitude by 0 " "

Position at 8 P. M. Latitude by 0 " "

Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, 1 tons 1160 lbs.

Coal remaining on hand at Noon, 75 " 166 " 1230 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heat. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Gale, by symbols. | Temp. of Air, by F. & C. in Sh. in F. & C. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|--|-------------------|
| 1 | 0 | 2 | Flow. | SE | SE | 3-4 | | | 30.43 | 49 | 46 | 43 | | br. | cir. drab. | | 7 | |
| 2 | 0 | 2 | " | SE | " | 3-4 | | | 30.43 | 49 | 47 | 44 | | " | " | | 6 | |
| 3 | 0 | 2 | " | " | " | 3-4 | | | 30.43 | 46 | 44 | 45 | | " | " | | 5 | |
| 4 | 0 | 2 | " | " | " | 3-4 | | | 30.42 | 44 | 45 | 45 | | " | " | | 3 | |
| 5 | 0 | 2 | " | SE by S. | SE by N. | 3 | | | 30.41 | 43 | 44 | 42 | | " | cir. drab. | | 3 | |
| 6 | 0 | 1 | " | SE by N. | " | 3 | | | 30.41 | 44 | 43 | 42 | | " | " | | 3 | |
| 7 | 0 | 0 | Slack | " | " | 2-3 | | | 30.41 | 42 | 42 | 41 | | " | cum. | | 1 | |
| 8 | 0 | 0 | " | N. by S. | " | 2-3 | | | 30.41 | 42 | 42 | 41 | | br. | none. | | 10 | |
| 9 | 0 | 4 | Ebb. | " | " | 2-3 | | | 30.38 | 42 | 42 | 41 | | br. | cir. drab. | | 9 | |
| 10 | 0 | 3 | " | N. by E. | " | 3-4 | | | 30.36 | 42 | 41 | 39 | | " | " | | 9 | |
| 11 | 0 | 6 | " | " | " | 2-3 | | | 30.37 | 42 | 41 | 39 | | " | cum. drab. | | 8 | |
| Mid. | 0 | 4 | " | West. | " | 3 | | | 30.34 | 42 | 40 | 39 | | " | " | | 8 | |

under the command of

Commander J. W. Dickins
Monday, March 5th

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Breeze to light breeze from S.W. by W. and S.W. Clear and cool. Bright starlight. Heavy dew. Ship finished swinging to flood at 12.20. Fire barked under boiler A.

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 A. M.

Partially cloudy and cool. Breeze to gentle breeze from S.W. At 7.20 hoisted "Interrogatory 5457". Richmond replied 904. At 7.50 closed royal yards and laid sail to a hush. Barked fire in boiler A.

N. J. Robinson
Ensign U. S. N.

From 8 A. M. to Noon

Clear, cool and pleasant. Breeze to moderate breeze from S.W. Mustered at Quarters at 9.30. James Fourn (Ch. M. at A.) absent since 6 P. M. March 2, 1894, on liberty. After quarters the Divisional Officers stationed the Apprentices at their guns and gave them their duties, etc. At 10.30 called all hands to work ship and mustered the Apprentices at their stations for the evolution. Ebb tide. Slack water at 11.45. Fire barked under boiler A. Received for crew in Dept of Supplies and Accounts 26 lbs. bread, 107 1/2 lbs vegetable and 107 1/2 lbs fresh beef. Temperature of magazines 55° from 6:00 off.

W. R. Caperton
Lieutenant U. S. N.

From Noon to 4 P. M.

Breeze to moderate breeze from S.W. Partly cloudy and pleasant. Flood tide. At 1.10 made signal to "Richmond" "Interrogatory 4816". Richmond answered "Yes". At 1.20 called all hands and fueled sail. Received from the Training Station E. J. Darling 30 lbs. with bag and hammock. Filled tanks with fresh water from Training Station. Made preparations for sea. Fire barked under boiler A.

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 P. M.

Cloudy, but clearing last hour of watch. Light to gentle breeze from S.W. by W. Slack water at 7.20 and commenced to swing to the ebb tide at 7.25. Fire barked under boiler A.

W. R. Caperton
Lieutenant U. S. N.

From 8 P. M. to Midnight

Light to moderate breeze from S.W. by W. Fair and cool. Starlight night. Riding across wind and tide. Fire barked under boiler A.

Geo. R. Beach
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Moulton,
Lieutenant U. S. N.

Sergeant.

LOG of the UNITED STATES

Ship *Essex*

Third Rate,

At anchor in the Harbor of Newport, R.I. and making passage to Charleston S.C.

| | | | | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | | | | | | | |
|--------------|--------|---------|------------------------|--------------------------------------|--------------------------------|-------------------------|-------|---------|-------------------|----------------|-------------------|------|-------------|-------------|-----------------------------------|-------------|-----------------------------|---|---------------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | | | | | Ther. at d. | State of the Weather, by symbols. | | Form of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. | State of the Sea. |
| | | | | | | | | | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | Bar. | Ther. at s. | | Bar. | Ther. at s. | | | | |
| Tide current | | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Ebb | South | SE by S. | 3 | | | 30.34 | 42 | 41 | 40 | | b.c. | none | | | | | 4 |
| 2 | 0 | 2 | Flood | SE by S. | " | 3 | | | 30.34 | 42 | 41 | 40 | | " | " | | | | | 3 |
| 3 | 0 | 2 | " | SE. | " | 3 | | | 30.34 | 42 | 41 | 40 | | " | " | | | | | 9 |
| 4 | 0 | 2 | " | SE by S. | " | 3 | | | 30.34 | 42 | 42 | 41 | | " | " | | | | | 9 |
| 5 | 0 | 2 | " | " | SE. | 2 | | | 30.34 | 41 | 41 | 40 | | b.c.m. | " | | | | | 7 |
| 6 | 0 | 2 | " | SE. | SE by S. | 2-3 | | | 30.34 | 42 | 42 | 41 | | " | " | | | | | 6 |
| 7 | 0 | 0 | " | " | SE. | 2 | | | 30.36 | 41 | 41 | 41 | | " | " | | | | | 5 |
| 8 | 0 | 0 | " | " | " | 2 | | | 30.36 | 44 | 42 | 41 | | " | " | | | | | 5 |
| 9 | 0 | 0 | Ebb | SE | SE by S. | 2 | | | 30.40 | 47 | 47 | 46 | | " | " | | | | | 7 |
| 10 | 0 | 2 | " | SE by S. | SE. | 3 | | | 30.40 | 44 | 46 | 45 | | b | none | | | | | 10 |
| 11 | 2 | 0 | " | Standing out of Harbor | " | 4 | | | 30.38 | 44 | 45 | 44 | | " | " | | | | | 10 |
| Noon. | 5 | 0 | " | " | " | 3 | 3 | 0 | 30.36 | 42 | 43 | 42 | | " | " | | | | | 10 |

7 0 Distance run by Patent Log

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by *D.R. bearings* 41° 23' 40" N.
Longitude by *D.R.* 71° 20' 15" W.
Latitude by observations of ☉ 0 " "
Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by 400 59' " N.
Longitude by 700 20' " W.
Position at 8 P. M. Latitude by *D.R.*
Longitude by *Chronometer from P.M. Obs.*

Current during the time, 8 knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *received* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

41° 23' 40" N.

71° 20' 15" W.

0 " "

0 " "

0 " "

0 " "

400 59' " N.

700 20' " W.

N. 34° E. since 4 P.M.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Fair to clear, gentle breeze from S.W. by W. Ship riding to flood tide from about 10 o'clock. Banked fires under boiler "A."

From 4 to 8 A. M.

Clear to fair and cool. Light to gentle breeze from S.W. and S.W. by W. Black water at 7.30 A. M. Turning to ebb at 8 o'clock. Started fires under boiler "C" at 4 o'clock. Made preparations for sea. Fires banked under boiler "A" and spread under boiler "C" at end of watch.

J. Purcell

Lieutenant U. S. N.

W. B. Caperton

Lieutenant U. S. N.

From 8 A. M. to Merid.

Light to moderate breeze from S.W. by S and S.W. Clear and pleasant. Loaded steam cutter at 9.00 and at 9.30 mustered divisions at quarters. Jas. Peterson Ch. M. at A., was declared a straggler from March 2d. At 10.25 called "all hands up anchor" went ahead with the engines at 10.35 using boiler "A" and "D"; and stood out of harbor to the S.E. and W. At 11.55 made all plain sail to royals except mainmast, with fore and mizzen topmast staysails. At 12.00 took departure ship's head, S. 56° 14' E.; Point Judith N. 16° 5' (mag), Whale Rock, N. 61° 14' W. (mag); Bear Tail Light, S. 44° 14' 1/2 W. (mag). Put on portul log reading 34.4. Course "Ebb and by", making 7.6 1/4 S. Draught of ship, forward, 14 feet, 6 inches; aft 16 feet, 6 inches. At end of watch allowing fires to die out. Consumption of magazines 25 pounds, 36.1 aft.

Geo. A. Dean

From Merid. to 4 P. M.

Gentle to moderate breeze from S.W. and S.W. Clear and cool, hazy horizon. At 1 o'clock uncoupled propeller, banked fires under boiler "A" and allowed other fires to die out. At 1.50 changed course from "Ebb and by" to S.E. by S. by order of Commanding Officer. Lowered smoke stack and set mainmast at 3 P. M. At end of watch, ship by the wind, under all sail except main topmast staysail. Islands of No Man's Land in sight, one point abaft the beam at end of watch, distant about 8 miles. Portul log 58.8 knots. Instructed apprentices at steering and head of running gear from 1.30 to 3.30.

Lieutenant U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Moderate breeze from S.W. Barometer steady. Sea smooth. Under all plain sail to royals, with mizzen topmast staysail until 6.00 when called all hands and took a single reef in topmasts, furlled royals and flying jib and set down royal yards. Founded at 6.00 in 20 fathoms, at 6.30 in 20 fathoms; and at 7.00, 7.10, 7.30 and 8.00 in 20 fathoms, bottom white sand and black specks. Banked fires in boiler "A". Distilling.

J. Purcell

Lieutenant U. S. N.

From 8 P. M. to Mid.

Clear and damp. Gentle to moderate breeze from S. by W. At 8.45 saw ship and brought her by wind on port tack, heading West. Portul log reading 85.1. Banked down mizzen topmast staysail. At end of watch under jib for topmast staysail, single reefed topmasts, courses, topgallant sails, main topmast and spanker, heading N. 44° S. Course S.E. by S. Fires banked in boiler "A". Distilling. At 8.50 took soundings 18 fathoms, gray sand. Bottom at 8.50 P. M. by soundings and bearing of Sankey Head light N.E. Lat. 41° 26' N. Long 70° 22' W.

Roger Chelles, Jr.

Ensign U. S. N.

N. D. Holman

Ensign U. S. N.

Examined and found to be correct.

* At 8.25 sighted Sankey Head light bearing N.E. by E. At 9.10 lost Sankey Head light bearing S. 45° E.

J. B. McAllister

Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Newport R.I. to Charleston S.C.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. | Name of the Ship. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|------------------------|-------------------|--------------|---------------|---------------|-----------------------------------|-----------------------------|---|---------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Leaving. | Height in inches. | Therm at 6°. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | |
| A. M. | 65 | | | | | | | | | | | | | | | |
| 1 | 4 | 8 | 5.0 | Ch 1/4 S. | SE. | 3-4 | 4 | 1/2 30.16 | 44 | 45 | 44 | 36 | b. m. w. | clear | 8 | 9 |
| 2 | 5 | 7 | 10.7 | Ch 3/4 S. | " | 4-5 | 5 | 1/2 30.12 | 46 | 46 | 44 | 36 | " | clear | 1 | 6 |
| 3 | 6 | 3 | 17.0 | " | " | 4-5 | 5 | 1/2 30.08 | 46 | 46 | 45 | 36 | " | " | 2 | " |
| 4 | 5 | 6 | 22.6 | Ch by S. | " | 4 | 5 | 1/2 30.06 | 44 | 45 | 44 | 36 | " | " | 2 | " |
| 5 | 5 | 5 | 26.0 | SE 1/4 S. | SE. | 3-4 | 5 | 1/2 30.08 | 45 | 44 | 43 | 37 | " | " | 2 | 11 |
| 6 | 5 | 7 | 32.2 | SE 1/4 S. | SE. | 4 | 4 | 1/2 30.09 | 45 | 44 | 43 | 38 | b. c. m. sp. | clear | 0 | " |
| 7 | 5 | 5 | 37.7 | " | " | 4 | 4 | 1/2 30.10 | 45 | 44 | 43 | 39 | b. c. m. sp. | clear | 1 | " |
| 8 | 5 | 4 | 43.1 | " | " | 4 | 5 | 1/2 30.10 | 44 | 44 | 43 | 38 | b. c. m. | " | 3 | " |
| 9 | 4 | 3 | 47.4 | " | " | 4 | 3 | 1/2 30.13 | 44 | 44 | 44 | 39 | " | " | 3 | " |
| 10 | 5 | 6 | 53.0 | SE by S. | " | 4 | 3 | 1/2 30.13 | 44 | 44 | 44 | 39 | " | " | 7 | " |
| 11 | 5 | 7 | 58.7 | " | " | 4 | 3 | 1/2 30.13 | 45 | 45 | 44 | 39 | " | " | 8 | " |
| Noon. | 4 | 8 | 63.5 | " | SE by S. | 3 | 3 | 0 30.14 | 46 | 48 | 46 | 39 | " | " | 9 | " |

129.1

Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S 41° E.

62 knots tenths.

Latitude by D. R.
 Longitude by D. R.
 Position at Noon: Latitude by observations of ☉
 Longitude by chronometer from Forenoon Observations of ☉

40° 35' " N.
 70° 31' " W.
 40° 33' " N.
 70° 29' " W.

Position at 8 A. M. Latitude by D. R. from 8.30 P. M. March 6.

Longitude by Observation

40° 50' " N.
 70° 47' " W.
 40° 16' " N.
 70° 04' " W.

Position at 8 P. M. Latitude by D. R.
Longitude by Chronometer from 4 P. M. observation

Current during the time, 2 knots tenths per hour, setting to the S 34° E.

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

variation used.

Error of the Compass by Azimuth ☉ observed at 4 P. M. ship's head SE by S

19° 24' " N.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M. ship's head "

2° 30' E.

variation used, 12° 00' W.

Water expended during the preceding 24 hours.

350 gallons.

Water during the preceding 24 hours.

Water remaining on hand fit for use at Noon.

2450 "

Coal consumed during the preceding 24 hours.

1 tons 200 lbs.

Coal remaining on hand at Noon.

163 870 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Leaving. | Height in inches. | Therm at 6°. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. | Name of the Ship. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|----------|-------------------|--------------|---------------|---------------|-------------------|-----------------------------------|-----------------------------|---|---------------------------------------|-------------------|
| 1 | 4 | 1 | 67.6 | SE by S. | SE by S. | 3 | 3 | 1/2 30.16 | 46 | 49 | 47 | 42 | " | now. | 10 | 9 | |
| 2 | 4 | 6 | 72.2 | " | " | 3 | 3 | 1/2 30.16 | 46 | 49 | 47 | 42 | " | " | 10 | " | |
| 3 | 4 | 7 | 76.9 | " | " | 3 | 3 | 1/2 30.16 | 46 | 49 | 47 | 41 | b. c. | clear | 9 | " | |
| 4 | 3 | 2 | 80.1 | " | " | 2-3 | 3 | 1/2 30.15 | 46 | 48 | 46 | 41 | " | " | 9 | " | |
| 5 | 3 | 3 | 83.4 | " | " | 2-3 | 0 | 1/2 30.09 | 46 | 46 | 45 | 41 | " | clear | 8 | " | |
| 6 | 1 | 8 | 85.2 | " | " | 3-2 | 0 | 0 30.08 | 46 | 45 | 44 | 41 | " | " | 7 | " | |
| 7 | 0 | 8 | 86.0 | " | " | 2-1 | 0 | 0 30.08 | 45 | 45 | 44 | 41 | " | " | 7 | " | |
| 8 | 0 | 1 | 86.1 | " | " | 1 | 0 | 0 30.08 | 46 | 45 | 44 | 41 | b | now | 10 | " | |
| 9 | 0 | 6 | 86.1 | " | " | 0-1 | 3 | 1/2 30.10 | 46 | 45 | 44 | 41 | b. w. | " | 10 | " | |
| 10 | 0 | 6 | " | " | " | 1 | 3 | 1/2 30.10 | 46 | 46 | 45 | 42 | " | " | 10 | " | |
| 11 | 0 | 6 | " | SE | " | 1 | 3 | 1/2 30.10 | 46 | 46 | 45 | 42 | b. w. | clear | 9 | " | |
| Mid. | 0 | 6 | " | SE by S. | " | 1 | 3 | 1/2 30.10 | 46 | 46 | 45 | 42 | " | " | 8 | " | |

under the command of

Commander F. W. Dickins
Wednesday, March 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear, cold and damp; first hour; cloudy and threatening remainder of watch. Ship by the wind under topgallant sails, single reefed topsails, courses, jib, for topmast stay sail, main trysail and spanker. Fire barked under boiler "A" and distilling. Sea choppy.

From 4 to 8 A. M.

W. B. Caperton,
Lieutenant U. S. N.

Gentle to moderate breeze from S. W. and S. W. Overcast with passing rain showers during quarter part of watch, clearing weather last hour. Moderate sea. On ship between 4.30 and 4.50 bringing by the wind on starboard tack. Sail as in preceding watch, until 7.45 when aboats reef out of for topsail. Fire barked under boiler "A" and distilling.

From 8 A. M. to Merid.

George C. Cook,
Lieutenant U. S. N.

Bazy horizon. Clear. Gentle to moderate breeze from S. W. and S. W. by N. At 9.30 mustered at Quarters. Instructed apprentices as per routine. At 8.30 aboats reef out of main topsail. At 10.30 crossed royal yards and set royals and then took one reef in the mainsail. At end of watch ship on the course S. E. by S. under all plain sail with single reef in mainsail. Barked fire under boiler "A". Distilling. Engineer's Department engaged in cleaning helges. Consumption of magazine 18.5 pounds, 37.2 aft.

From Merid. to 4 P. M.

J. H. Purcell,
Lieutenant U. S. N.

Clear and pleasant. Gentle breeze from S. W. by N. Barometer steady. Instructed the Apprentices of the watch in the head of the running rigging. Under all plain sail to royals with one reef in mainsail, on course S. E. by S. (p.c.). Barked fire in boiler "A" and distilling. Engineer's Dept engaged in cleaning helges. By order of the Commanding Officer, the Paymaster was authorized to issue canned meat instead of salt beef to the Apprentices from this date.

From 4 to 8 P. M.

Roger C. Wells Jr.,
Ensign U. S. N.

Partially cloudy and pleasant. Gentle breeze from S. W. by N. to calm. At 5.30 took single reef in topsails, furlled royals and cut down royal yards. Fought a steam, heading to Port and Northward. At end of watch under jib, for topmast stay sail, foreail, single reefed topsails and mainsail, topgallant sails, main trysail and spanker, on course S. E. by S. Barked fire in boiler "A". Stopped distilling at 6.00.

From 8 P. M. to Merid.

N. A. Goldman,
Ensign U. S. N.

Clear, cool and very damp. Light air from S. W. by N. Course S. E. by S. (p.c.) Ship by the wind on starboard tack, under topgallant sails, single reefed topsails, foreail, single reefed mainsail, jib, for topmast stay sail, main trysail and spanker; took in main trysail at 10.00 clock. A large steamer passed close aboard under own star, bound to the Ed about 9 P. M. Fire barked under boiler "A".

W. B. Caperton,
Lieutenant U. S. N.

From 8 A. M. to Merid.

(1) 1st Div. Letting up wires; 2nd Div. Small Arms; 3rd Div. Pickle; 4th Div. Rapid Fire Gun and Parker Div. Rapid Fire Gun from 9.05 to 10.30. (2) To relieve back draft in fire room.

J. H. Purcell,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlter,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R.I. to Charleston, S.C.

Third Rate,

| WIND. | | | | BAROMETER TEMPERATURE. | | | | | | | | | | | | | |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|---------|-------------------|----------------|-------------------|----|-----------------------------------|-----------------------------|-------------------------------|-------------------|---|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | | Ther. at d. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in fifts. | State of the Sea. | |
| | | | | | | | | | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | |
| A. M. | 25 | | | | | | | | | | | | | | | | |
| 1 | 0 | 6 | Handwritten | S. by E. 1/4 E. | Ch. by S. | 0-1 | 0 | 0 | 30.12 | 47 | 46 | 45 | 42 | b.c.w. circum. | 6 | 8 | |
| 2 | 0 | 6 | " | " | " | 0-1 | 0 | 0 | 30.13 | 47 | 46 | 45 | 42 | " | " | 2 | " |
| 3 | 0 | 6 | " | " | " | 0-1 | 0 | 0 | 30.14 | 47 | 46 | 45 | 42 | " | " | 4 | " |
| 4 | 0 | 5 | " | S. 1/2 E. | " | 0-1 | 0 | 0 | 30.14 | 47 | 46 | 45 | 42 | " | " | 4 | " |
| 5 | 0 | 5 | " | S. E. | N. E. | 1 | 0 | 0 | 30.08 | 47 | 46 | 45 | 42 | b.c. | num. | 1 | " |
| 6 | 1 | 2 | " | S. E. by S. | N. N. E. | 1 | 0 | 0 | 30.04 | 46 | 45 | 44 | 42 | " | cir. cum. etab. | 1 | " |
| 7 | 1 | 3 | " | " | N. E. by E. | 1 | 0 | 0 | 30.04 | 46 | 45 | 44 | 42 | " | " | 4 | " |
| 8 | 0 | 8 | " | " | " | 1 | 0 | 0 | 30.04 | 45 | 45 | 44 | 42 | " | " | 4 | " |
| 9 | 1 | 0 | 86.1 | " | E. N. E. | 1 | 0 | 0 | 30.04 | 46 | 45 | 45 | 42 | " | cir. etab. and cum. etab. | 6 | " |
| 10 | 1 | 5 | 86.4 | " | N. E. | 1 | 0 | 0 | 30.04 | 46 | 45 | 45 | 42 | " | " | 6 | " |
| 11 | 0 | 5 | — | " | N. N. E. | 1 | 0 | 0 | 30.04 | 46 | 45 | 45 | 42 | " | Dis. etab. | 3 | " |
| Noon. | 1 | 5 | 94.5 | " | " | 1 | 0 | 0 | 30.04 | 48 | 44 | 46 | 43 | " | " | 3 | " |

35 6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S. 42° E.

45 knots. tenths.

| | | | | |
|---------------------|--|---------|---|----|
| Position at Noon: | Latitude by D. R. | 40° 03' | " | N. |
| | Longitude by D. R. | 69° 48' | " | W. |
| | Latitude by observations of ☉ | 40° 00' | " | N. |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 69° 50' | " | W. |
| | Latitude by D. R. | 40° 07' | " | N. |
| | Longitude by observation | 69° 54' | " | W. |
| Position at 8 P. M. | Latitude by D. R. from 8 am position | 39° 39' | " | N. |
| | Longitude by chronometer from 4 P. M. observation | 69° 29' | " | W. |

Current during the time, 3 1/2 knots tenths per hour, setting to the S. 40° W.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S. E. by S.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S. E. by S.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

350 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2100 "

Coal consumed during the preceding 24 hours,

tons 1520 lbs.

Coal remaining on hand at Noon,

162 " 1590 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|------|------------|------------|---|---|---|-------|-------|-------|----|----|------|-----------------|------------|----|
| 1 | 1 | 0 | 88.5 | S.E. by S. | N. N.E. | 3 | 2 | 0 | 30.09 | 49 | 51 | 50 | 49 | b.c. | cir. cum. etab. | 8 | 8 |
| 2 | 2 | 8 | 91.3 | " | " | 3 | 2 | 0 | 30.10 | 49 | 52 | 50 | 49 | " | " | 8 | " |
| 3 | 4 | 4 | 95.7 | " | " | 3 | 2 | 0 | 30.10 | 49 | 52 | 50 | 49 | " | cir. etab. | 9 | " |
| 4 | 2 | 0 | 96.4 | " | " | 3 | 4 | 2 | 0 | 30.10 | 49 | 52 | 50 | 49 | " | 9 | " |
| 5 | 3 | 2 | 99.6 | " | " | 3 | 4 | 2 | 0 | 30.10 | 49 | 48 | 47 | 52 | " | cum. | 9 |
| 6 | 5 | 1 | 4.7 | " | " | 3 | 4 | 3 | 0 | 30.11 | 49 | 48 | 47 | 57 | " | cum. etab. | 9 |
| 7 | 5 | 9 | 10.6 | " | " | 3 | 4 | 4 | 0 | 30.12 | 49 | 49 | 48 | 61 | " | 9 | " |
| 8 | 5 | 0 | 15.6 | " | " | 3 | 4 | 5 | 0 | 30.16 | 49 | 49 | 48 | 61 | b.c.b. | 9 | " |
| 9 | 5 | 6 | 21.2 | " | N.E. | 4 | 1 | 5 | 0 | 30.11 | 49 | 48 | 47 | 68 | b.h.w. | num. | 10 |
| 10 | 5 | 6 | 26.8 | " | " | 4 | 1 | 5 | 0 | 30.09 | 49 | 49 | 47 | 60 | " | 10 | " |
| 11 | 5 | 1 | 31.9 | " | N.E. by E. | 4 | 1 | 5 | 0 | 30.09 | 49 | 49 | 47 | 59 | b.w. | 10 | " |
| Mid. | 4 | 3 | 36.2 | " | " | 4 | 3 | 1 | 5 | 0 | 30.09 | 49 | 48 | 47 | b. | 10 | " |

under the command of

Commander F. W. Dickens
Thursday, March 8

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Light air from N by E and calm. Partly cloudy, with heavy dew.
Smooth sea. Took in forepicks at 12.10 and the mainsail at 3.30. By the wind on starboard
tacks. Tries backed under boiler A.

Geo. R. Black
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy to fair. Light air from N.W. to N.E. by E. At 5.15 shot reef out of
topgails and set sprakes. At 5.30 set lee clew of mainsail and at 7.45 the weather clear. Cross
S.E. by S. At end of watch ship under plain sail to topgallant sails, except main topgail. Backed
fore under boiler A.

J. D. Russell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy, but pleasant. Light air from E.N.E. to S.W. Barometer steady. At 9.30
mustered at quarters. At 9.40 called all hands shorten sail and bring ship to anchor. Took in
all sail and furlled all square sail. At 10.30 made sail to royals. At 10.57 received at main's foreboard
hauled up cross and came to, with head sails aback. Toward life boat, picked up bag, hoisted boat
and felled away by 11.08. At end of watch, under all plain sail to royals, with reefed mainsail, on
cross S.E. by S. (p.c.) Backed fore in boiler A. Temperature of mercury 34° forward, 32° aft.

Roger Wells, Jr.
Ensign U. S. N.

From Noon to 4 P.M.

Generally clear and pleasant. Gentle to moderate breeze from S.W. The following
changes of rate were made by order of Commanding Officer: Peter F. Johnson from Seaman to Quartermaster 3rd
class, with acting appointment as such from Feb. 17, 1894; John F. Nicholson from Shipwright to Carpenter 1st
class, with acting appointment as such from Feb. 27, 1894; John P. Lynch, from Seaman 1st class, to Seaman
1st class from Feb. 17, 1894. Larry M. Kelly from Seaman to Boatman's Mate 2nd class, with an acting appointment
as such from March 3, 1894. At 2 P.M. started evaporator. Instructed Apprentices of watch in kind of gear, and
forecastles of watch in heaving the lead. At 3.30 called all hands tack ship stationing crew and apparatus
and tacked ship twice. At end of watch engaged in tacking ship, under all plain sail to royals, cross
S.E. by S. Backed fore in boiler A.

N. D. Holman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and cool. Gentle to moderate breeze from S.W. Lightning to the S.W. and N.W. Last hour
of watch finished tacking and working ship at 4.25 P.M. and resumed cover S.E. by S. (p.c.) under all plain
sail to royals and set reef in mainsail. At 5.40 called all hands reef topgails and set down royal yards.
Furlled the evolution in 17 minutes. Passed a steamer standing to the S.W. and N.W. Temperature of sea water
was 12° during the watch. Barometer rising. Tries backed under Boiler A and evaporating for ship's use.

W. R. Caperton
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Moderate to gentle breeze from N.E. and N.W. by E. Clear and cool, with heavy dew. Lightning
to S.W. and N.W. first two hours. Brought starboard. Under forebail single reefed topgails and mainsail, topgallant
sails, fore topgallant stay sail, jib and spraker. Tries backed under boiler A. Evaporating for ship's use.

Examined and found to be correct.

Frank Beaman
Lieutenant U. S. N.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R.I. to Charleston, S.C.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | Form of Clouds, by symbols. | | Prop. of Clear Sky, in 10ths. | | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-------------|-----------------------------|----|-------------------------------|--|-------------------|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Head. | Leeway. | Height in inches. | Ther. at/d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 30 | 0 | 40.5 | SE by S. | E. N. E. | 3 | 1-5 | 0 | 30.14 | 49 | 48 | 46 | 54 | b. c. | cir. | 9 | P. | | | | |
| 2 | 5 | 2 | 45.7 | " | " | 4 | 1-5 | 0 | 30.14 | 49 | 49 | 47 | 49 | b. | none | 10 | " | | | | |
| 3 | 5 | 1 | 50.8 | " | N. E. by E. | 4 | 1-5 | 0 | 30.14 | 49 | 49 | 47 | 46 | " | " | 10 | " | | | | |
| 4 | 4 | 0 | 54.8 | " | E. N. E. | 3-4 | 3 | 0 | 30.14 | 49 | 47 | 46 | 44 | b. c. | strat. | 9 | " | | | | |
| 5 | 4 | 3 | 59.5 | " | N. E. by E. | 3 | 4 | 0 | 30.14 | 50 | 47 | 46 | 59 | " | " | 8 | " | | | | |
| 6 | 5 | 1 | 64.6 | " | " | 3-4 | 4 | 0 | 30.13 | 49 | 48 | 47 | 52 | " | cum. strat. | 9 | " | | | | |
| 7 | 5 | 2 | 69.8 | " | " | 4 | 4 | 0 | 30.13 | 49 | 48 | 47 | 58 | " | " | 9 | " | | | | |
| 8 | 5 | 0 | 74.8 | " | " | 3-4 | 5 | 0 | 30.14 | 51 | 49 | 48 | 52 | b. | none | 10 | " | | | | |
| 9 | 5 | 6 | 80.4 | " | " | 3-4 | 5 | 1/4 | 30.18 | 49 | 49 | 48 | 50 | " | " | 10 | W. | | | | |
| 10 | 5 | 3 | 85.7 | " | " | 4 | 5 | 1/4 | 30.18 | 49 | 49 | 47 | 50 | " | " | 10 | " | | | | |
| 11 | 6 | 3 | 92.2 | " | E. S. E. | 4 | 6 | 1/4 | 30.19 | 50 | 50 | 48 | 54 | " | " | 10 | " | | | | |
| Noon. | 6 | 2 | 98.2 | " | E. by S. | 4 | 6 | 1/2 | 30.20 | 50 | 50 | 49 | 54 | " | " | 10 | " | | | | |

111.6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, 734° E.

135 knots. tenths.

| | | |
|---------------------|--|------------|
| Position at Noon: | Latitude by D. R. | 38° 40' N. |
| | Longitude by D. R. | 68° 17' W. |
| | Latitude by observations of ☉ | 38° 09' N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 68° 11' W. |
| Position at 8 A. M. | Latitude by D. R. | 38° 58' N. |
| | Longitude by Observations | 68° 30' W. |
| Position at 8 P. M. | Latitude by D. R. from Noon position by Observations | 37° 41' N. |
| | Longitude by Chronometer from 4 P. M. Observations | 67° 32' W. |

Current during the time, 31 knots tenths per hour, setting to the 79° E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head SE by S.

10° 59' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head

35° E.

variation used, 10° 00' W.

Error of the Compass by Azimuth ☉ observed at

ship's head

Deviation of the Compass by Azimuth ☉ observed at

ship's head

variation used, 0

Water expended during the preceding 24 hours,

300 gallons.

Water distilled during the preceding 24 hours,

500 "

Water remaining on hand fit for use at Noon,

2300 "

Coal consumed during the preceding 24 hours,

1 tons 160 lbs.

Coal remaining on hand at Noon,

161 " 1430 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|------|----------------|----------|----------|-----|-------|----|----|----|----|-------|-------------|---|-------|--|
| 1 | 5 | 6 | 3.8 | SE SE 1/4 E. | E. by N. | 4-5 2-7 | 1/2 | 30.21 | 51 | 51 | 49 | 52 | b. c. | cir. strat. | 8 | W. | |
| 2 | 5 | 8 | 9.6 | SE by S. | " | 4-5 2-7 | 1/2 | 30.18 | 52 | 53 | 51 | 52 | " | " | 7 | " | |
| 3 | 5 | 6 | 15.2 | SE 1/4 S. | " | 4-5 3-10 | 1/2 | 30.16 | 54 | 54 | 52 | 67 | " | " | 6 | W. S. | |
| 4 | 4 | 0 | 19.2 | SE 1/4 S. | E. N. E. | 4-5 3-10 | 1/2 | 30.14 | 57 | 56 | 54 | 71 | " | " | 7 | " | |
| 5 | 3 | 9 | 23.1 | SE | " | 4-5 3-10 | 3/4 | 30.15 | 57 | 57 | 55 | 72 | " | cir. strat. | 7 | W. | |
| 6 | 3 | 6 | 26.7 | SE 1/4 S. | " | 4-5 4-10 | 3/4 | 30.15 | 58 | 57 | 55 | 71 | " | " | 9 | " | |
| 7 | 4 | 0 | 30.7 | SE by S. | " | 4 5-10 | 3/4 | 30.15 | 60 | 58 | 56 | 72 | " | " | 9 | " | |
| 8 | 3 | 7 | 34.4 | " | " | 4 5-10 | 3/4 | 30.15 | 60 | 58 | 56 | 71 | " | " | 9 | " | |
| 9 | 2 | 4 | 36.8 | SE SE 1/4 E. | " | 3-4 4-10 | 1/2 | 30.20 | 61 | 59 | 57 | 70 | " | cum. | 8 | " | |
| 10 | 2 | 3 | 39.1 | SE | E. by N. | 3 4-10 | 1/2 | 30.21 | 61 | 59 | 57 | 70 | " | " | 8 | " | |
| 11 | 1 | 6 | 40.7 | SE by S 1/2 E. | E. det. | 3 2-8 | 1/2 | 30.22 | 61 | 59 | 58 | 69 | " | " | 6 | S | |
| Mid. | 1 | 1 | 41.8 | SE 1/4 E. | " | 2 2-8 | 1/2 | 30.20 | 62 | 60 | 58 | 69 | " | " | 6 | " | |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Breeze gentle to moderate breeze from E. N.E. and N.E. by E. Lightning to S.E. during first hour. Lower S.E. by S. All plain sail (except main topsail) to topgallant sails on single reef to topsails; single reef in mainsail. Bright starlight. Breeze at wheel all the watch. Evaporating for ships use. Barked fire under boiler A. Temperature of water falling rapidly.

J. Purcell

From 4 to 8 P. M.

Breeze and pleasant. Gentle to moderate breeze from N.E. by E. Barometer steady. Under all plain sail to topgallant sails, with a single reef in mainsail and topsails. At 7:30 took reefs out of topsails. On course S.E. by S. (p.c.) Breeze at wheel during watch. Evaporating for ships use. Barked fire under boiler A.

Roger Weller Jr.

From 8 A. M. to Merid.

Breeze and pleasant. Gentle to moderate breeze from N.E. by E. to E. by N. At 9:30 mustered at Quarters and arrived at fire quarters. From 10:10 to 11:10 had instruction for watch on deck, in wheel, head and log and head of gear. At 8:30 set royals and flying jib. At 9:35 set main topsail. At end of watch under all plain sail to royals, with main topsail except one reef in the mainsail; on course S.E. by S. Tested magazine flood cocks and drains and found them in working order. Barked fire in boiler A. Evaporating for ships use. Temperature of sea water rising. Temperature of magazine 36° forward 38° aft.

N. J. Holman

From Merid to 4 P. M.

Breeze and pleasant. Moderate to stiff breeze from E. by N. backing to E. N.E. last hour. The temperature of sea water rose 15° between 2 and 3 o'clock and the sea became rough and choppy, showing that the Gulf Stream had been entered. Interrupted the appearance of the watch from 1:50 to 2:50 P. M. the forecabin at heaving the lead, making same, the fore and main topmasts at hawtelling and splicing and the afterguards at heaving and making the log. Appointed at the wheel during the watch steering ship. On course S.E. by S. until 1 P. M. when it was changed to S.E. (p.c.). Steering full and by in port tack under all plain sail to royals, with single reef in mainsail. At 1:10 took in main topsail. At 2:00 took in royals and set down royal yards. At 3:20 took in topgallant sails and set down topgallant yards. At 3:50 took two single reefs in the topsails. Extreme roll of ship to leeward 15° and to windward 5°; extreme pitch 11°. Once barked under boiler A. Evaporating.

W. K. Caperton,

From 4 to 8 P. M.

Stiff to moderate breeze from E. N.E. Breeze and pleasant. Now showing last hour. Choppy sea, moderating toward end of watch. Found through several patches of hulk weed. Ship rolling easily. Appointed at the wheel. Once barked under boiler A. Evaporating. Full and by in port tack. Sail as at end of preceding watch.

Lieutenant A. L. W.

From 8 P. M. to Mid

Breeze light to moderate breeze from East to E. N.E. Choppy sea first part. Appointed at the wheel. Once barked under boiler A. Evaporating. Full and by in port tack. On course S.E. (p.c.) Sail same as preceding watch.

Lieutenant A. L. W.

Examined and found to be correct.

J. Purcell

Lieutenant A. L. W.

J. B. McIlwain, Navigator,
Lieutenant A. L. W.

Ship Essex

Third Rate,
Making passage from New York P. O. to Charleston S. C.

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | State of the Weather, by symbols. | | Form of Clouds, by symbols. | | Prop. of Clear Sky, in 10ths. | | State of the Sea. | |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|----------------|----------------|----------------|-------------------|-----------------------------------|------------------|-----------------------------|----|-------------------------------|--|-------------------|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther- m. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 2 | 42.9 | S 1/4 E. | E. by S. | 2-3 | 0 | 1/2 | 30.19 | 62 | 60 | 57 | 68 | b.c.b. | circ. cum. | 7 | 2. | | | | |
| 2 | 1 | 5 | 43.9 | S by W. | E. S. E. | 2-3 | 0 | 1/2 | 30.18 | 63 | 60 | 57 | 68 | " | " | 6 | " | | | | |
| 3 | 1 | 0 | 44.5 | S 3/4 by S. | S. E. | 2 | 0 | 1/2 | 30.17 | 63 | 60 | 57 | 68 | " | cum. cum. strat. | 4 | " | | | | |
| 4 | 0 | 5 | 44.5 | " | " | 1-2 | 0 | 1/2 | 30.16 | 63 | 60 | 57 | 68 | " | " | 5 | " | | | | |
| 5 | 2 | 0 | 44.6 | S. by W. 1/2 W. | E. by S. | 1-2 | 0 | 1/2 | 30.15 | 63 | 60 | 57 | 67 | b.c. | " | 4 | 2. | | | | |
| 6 | 0 | 5 | 44.6 | S. by W. | " | 0-1 | 0 | 1/2 | 30.15 | 63 | 60 | 57 | 67 | " | " | 4 | " | | | | |
| 7 | 0 | 5 | 44.6 | South | East | 0-1 | 0 | 1/2 | 30.15 | 63 | 60 | 57 | 68 | " | " | 3 | " | | | | |
| 8 | 1 | 0 | 44.6 | S. E. | E. by W. | 1 | 0 | 1/2 | 30.18 | 63 | 61 | 57 | 68 | " | circ. cum. | 3 | " | | | | |
| 9 | 1 | 4 | 45.0 | S. E. by S. | " | 1 | 2-4 | 3/4 | 30.18 | 65 | 62 | 57 | 69 | " | strat. | 3 | 2. | | | | |
| 10 | 1 | 5 | 46.5 | South | " | 1-2 | 2-5 | 3/4 | 30.18 | 65 | 64 | 60 | 69 | " | " | 3 | " | | | | |
| 11 | 5 | 0 | 51.5 | S. S. W. | S. E. by E. | 2-3 | 2-5 | 3/4 | 30.20 | 65 | 64 | 60 | 67 | " | circ. cum. | 1 | " | | | | |
| Noon. | 5 | 4 | 56.9 | " | " | 3 | 2-5 | 1/2 | 30.22 | 65 | 64 | 60 | 67 | " | " | 1 | " | | | | |

67' Distances run by Patent Log

Course and distance made good since preceding noon by observations, S 43° E.

95 knots. tenths.

Latitude by D. R. 37° 12' N.
Longitude by D. R. 67° 32' W.
Latitude by observations of ☉ 37° 01' N.
Longitude by chronometer from Forenoon Observations of ☉ 66° 50' W.

Position at 8 A. M. Latitude by D. R. from Noon 37° 14' N.
Longitude by observation 66° 47' W.

Position at 8 P. M. Latitude by D. R. from Noon 36° 28' N.
Longitude by Chronometer from afternoon observation 66° 50' W.

Current during the time, 35 knots tenths per hour, setting to the S 72° E

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S 76° 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head S 1/2 W.

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 300 gallons.

Water distilled during the preceding 24 hours, 700 "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 2080 lbs.

Coal remaining on hand at Noon, 160 " 1590 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther- m. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Surface of Water. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------------|--|-------------|--------|-------|---------|----------------------|-------------------|-------------------|-------------------|----------------------|---|-----------------------------------|----------------------------------|-------------------|
| 1 | 5 | 5 | 62.4 | S. S. W. | S. E. by E. | 4 | 2-7 | 1/2 | 30.22 | 65 | 64 | 61 | 68 | b.c. | cum. | 4 | 2. |
| 2 | 5 | 1 | 67.5 | " | " | 3-4 | 2-7 | 1/2 | 30.21 | 65 | 64 | 61 | 68 | " | " | 5 | " |
| 3 | 4 | 7 | 72.2 | S. by W. 1/2 W. | " | 3 | 2-6 | 1/2 | 30.21 | 65 | 65 | 61 | 69 | " | circ. cum. | 5 | " |
| 4 | 4 | 8 | 77.0 | S 3/4 W. | E. S. E. | 3 | 2-6 | 1/2 | 30.22 | 65 | 65 | 61 | 68 | " | circ. cum. | 5 | " |
| 5 | 4 | 9 | 81.9 | South | E. by S. | 4 | 2-7 | 1/2 | 30.22 | 64 | 65 | 60 | 68 | " | circ. cum. | 4 | " |
| 6 | 3 | 7 | 85.6 | S. by E. | East | 4 | 2-7 | 1/2 | 30.22 | 64 | 64 | 59 | 68 | " | " | 5 | " |
| 7 | 2 | 4 | 88.0 | S. by E. 1/4 E. | E. by N. | 3-4 | 1-6 | 1/2 | 30.22 | 64 | 63 | 59 | 68 | " | " | 4 | 2. |
| 8 | 2 | 0 | 90.0 | S. S. E. | " | 3-4 | 1-6 | 1/2 | 30.21 | 64 | 63 | 59 | 68 | " | " | 8 | " |
| 9 | 2 | 5 | 92.5 | S. S. E. 1/4 E. | " | 4 | 2-8 | 1/2 | 30.22 | 65 | 63 | 59 | 68 | " | circ. cum. | 8 | " |
| 10 | 3 | 4 | 95.9 | " | " | 4 | 2-6 | 1/2 | 30.22 | 65 | 63 | 59 | 68 | " | " | 8 | " |
| 11 | 4 | 3 | 99.3 | " | " | 4 | 2-6 | 1/2 | 30.22 | 65 | 63 | 59 | 69 | " | " | 8 | " |
| Mid. | 2 | 7 | 102.0 | S. E. by S. | E. N. E. | 4 | 2-6 | 1/2 | 30.23 | 65 | 63 | 59 | 69 | " | " | 9 | " |

Commander F. W. Dickins
Saturday, March 10

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy, but pleasant, lightning in S. horizon. Gentle breeze to light air from E. by S. to S. E. Barometer falling. Under double reefed topsails, foreail, reefed mainsail, jib for topmast stayrail and spanker on port tack steering courses from S. 1/4 E. to S. by S. last two hours. Evaporating for ships use. Baked fire in boiler A.

From 4 to 8 A. M.

Cloudy and pleasant; lightning to S. W. during first hour. Breeze to light breeze from E. by S. to E. by N. At 6:30 shot reef out of topsails. At end of watch under jib, for topmast stayrail, foreail, single reefed mainsail, topsails and spanker, heading S. E., close hauled on port tack. Evaporating for ships use. Baked fire in boiler A.

Roger Welles Jr.,
Ensign U. S. N.

From 8 A. M. to Noon.

Cloudy and pleasant weather. Light air to gentle breeze from E. by N. hauling to S. E. by E. Course S. E. (p. o.) steering "full and by" on the port tack. At 8:30 sent up topgallant and royal yards and set topgallant sails, royals and flying jib; finishing at 9:10. At 10. went to quarters, had bag inspection and made up clothing requisitions: finished at 11:10 A. M. Long swell from S. W. and S. E. Ship rolling easily. No deviation altitude on account of cloudy weather. Fire banked under boiler A. Evaporating. Temperature of magazines 41° forward, 42° aft.

W. A. Kohlman
Ensign U. S. N.

From Noon to 4 P. M.

Moderate to gentle breeze from S. E. by E. and E. S. E. Fair and pleasant. Smooth sea. Full and by on the port tack. Under all plain sail to royals, except single reef in mainsail. Port watch by apprentices overhauling clothing. Apprentices at the wheel. Fire banked under boiler A. Evaporating.

W. A. Caperton
Lieutenant U. S. N.

From 4 to 8 P. M.

Gentle to moderate breeze from E. by S. to E. by N. Clear. Smooth sea. Full and by. Course S. E. (p. o.) At 5:30 with both watches on deck took in and furlled royals and topgallant sails; hauled down flying jib, took two single reefs in topsails and sent down royal yards by 5:48. At 5:50 set main topsail. At end of watch under jib, for topmast stayrail, double reefed topsails, main topsail, spanker and courses with single reef in mainsail. Apprentices at the wheel. Fire banked under boiler A. Evaporating.

J. A. Cleary
Lieutenant U. S. N.

From 8 P. M. to Midnight.

Clear and pleasant. Moderate breeze from E. by N. to E. N. E. Barometer rising. Under double reefed topsails, foreail, reefed mainsail, jib, for topmast stayrail, main topsail and spanker on port tack making courses S. E. 1/4 E. first three hours and S. E. by S. last hour of watch. From set at about 9:30. At 8:10 stopped evaporating and allowed fire to die out in boiler A.

H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

Roger Welles Jr.,
Ensign U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R. I. to Charleston S.C.

Third Rate,

| Hour. | Mins. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. | | | |
|-------|-------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|-------------------|----|---|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. | | |
| A. M. | 46 | 0 | | | | | | | | | | | | | | | | |
| 1 | 3 | 0 | 4.3 | S E. by S. | E. N. E. | 4 | 2-7 | 1/4 | 30.24 | 63 | 62 | 58 | 69 | b.c. | cum. strat. | 9 | L. | |
| 2 | 2 | 0 | 5.5 | " | " | 3 | 2-7 | 1/4 | 30.25 | 63 | 62 | 57 | 68 | " | " | 8 | " | |
| 3 | 1 | 7 | 7.2 | S S E. 1/2 E. | " | 3 | 2-9 | 1/4 | 30.26 | 63 | 62 | 57 | 68 | " | " | 8 | " | |
| 4 | 2 | 0 | 9.1 | " | " | 3 | 2-9 | 1/4 | 30.27 | 63 | 62 | 57 | 68 | " | " | 7 | " | |
| 5 | 2 | 3 | 11.4 | S E. by S. | " | 3 | 3 | 3/4 | 30.24 | 63 | 62 | 58 | 68 | " | " | 4 | L. | |
| 6 | 3 | 0 | 14.4 | " | " | 3 | 3 | 3/4 | 30.23 | 63 | 62 | 58 | 68 | " | dr. cum. | 4 | " | |
| 7 | 3 | 2 | 17.6 | S S E. 1/2 E. | E. by N. | 3 | 3 | 3/4 | 30.23 | 63 | 62 | 58 | 68 | " | " | 4 | " | |
| 8 | 4 | 1 | 21.7 | " | " | 3 | 4 | 3/4 | 30.26 | 63 | 62 | 59 | 68 | " | " | 5 | " | |
| 9 | 4 | 2 | 25.9 | S 1/2 E. | E. by S. | 3 | 4 | 0-11 | 1/2 | 30.25 | 65 | 64 | 60 | 70 | " | cum. | 9 | S |
| 10 | 3 | 9 | 29.8 | S 1/4 E. | " | 3 | 4 | 0-11 | 1/2 | 30.30 | 67 | 65 | 60 | 70 | " | " | 8 | " |
| 11 | 3 | 8 | 33.6 | S 1/2 E. | E. S E. | 3 | 0-10 | 1/2 | 30.33 | 67 | 66 | 61 | 69 | " | " | 9 | " | |
| Noon. | 4 | 0 | 37.6 | S 1/4 E. | " | 3 | 0-10 | 1/2 | 30.30 | 66 | 67 | 64 | 69 | " | " | 9 | " | |

83. 2 Distance run by Patent Log

Course and distance made good since preceding noon by observations, S 1/2 E.

114 knots. tenths.

| | | |
|---------------------|--|---------------|
| Position at Noon: | Latitude by D. R. | 35° 04.4' N. |
| | Longitude by D. R. | 66° 25' 9" W. |
| | Latitude by observations of ☉ | 35° 09' N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 66° 19' W. |
| Position at 8 A. M. | Latitude by D. R. from Noon | 35° 20' N. |
| | Longitude by observation ☉ | 66° 20' W. |
| Position at 8 P. M. | Latitude by D. R. from Noon | 34° 53' N. |
| | Longitude by chronometer from afternoon observation ☉ | 66° 19' W. |

Current during the time, 35 knots tenths per hour, setting to the S 1/2 E.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head South

10° 00' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head ..

1° 28' W.

variation used. 9° 00' W.

Error of the Compass by Azimuth ☉ observed at .., ship's head ..

0° ..

Deviation of the Compass by Azimuth ☉ observed at .., ship's head ..

0° ..

variation used, 0° ..

Water expended during the preceding 24 hours,

300 gallons.

Water distilled during the preceding 24 hours,

400 "

Water remaining on hand fit for use at Noon,

2800 "

Coal consumed during the preceding 24 hours,

tons 1040 lbs.

Coal remaining on hand at Noon,

165 50 "

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|---------|--------------|------------|---|---|------|-----|-------|----|----|----|----|------|-------------|---|------|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | 3 | 7 | 41.3 | S 1/4 W. | E. S E. | 3 | 4 | 2-10 | 1/2 | 30.30 | 66 | 66 | 63 | 70 | b.c. | dr. cum. | 8 | L. |
| 2 | 4 | 1 | 45.4 | " | " | 3 | 4 | 2-10 | 1/2 | 30.30 | 66 | 66 | 63 | 70 | " | " | 8 | " |
| 3 | 2 | 0 | 47.4 | S 1/2 E. | E. by S. | 2 | 3 | 2-10 | 1/2 | 30.30 | 66 | 69 | 64 | 70 | " | strat. | 8 | " |
| 4 | 1 | 4 | 48.8 | " | " | 1 | 2 | 5-11 | 1/2 | 30.30 | 66 | 69 | 64 | 71 | " | " | 5 | " |
| 5 | 2 | 0 | Exceed. | S. S W. | S E. by E. | 2 | 0 | 1-2 | 3/4 | 30.28 | 67 | 68 | 64 | 71 | " | dr. cum. | 4 | " |
| 6 | 1 | 0 | " | " | " | 1 | 2 | 0-10 | 3/4 | 30.28 | 67 | 68 | 63 | 71 | " | cum. strat. | 4 | " |
| 7 | 0 | 8 | " | " | " | 1 | 2 | 0-10 | 3/4 | 30.29 | 67 | 66 | 62 | 71 | " | cum. | 6 | " |
| 8 | 0 | 8 | " | " | " | 1 | 2 | 0-10 | 3/4 | 30.28 | 67 | 66 | 62 | 71 | " | " | 7 | " |
| 9 | 1 | 0 | " | S 1/4 by S. | S E. | 2 | 0 | " | 1/2 | 30.28 | 66 | 65 | 62 | 71 | " | " | 7 | str. |
| 10 | 1 | 2 | " | S 1/4 1/2 W. | " | 2 | 3 | 0 | 1/2 | 30.28 | 66 | 65 | 61 | 71 | " | cum. strat. | 8 | " |
| 11 | 1 | 0 | " | " | " | 2 | 3 | 0 | 1/2 | 30.27 | 65 | 65 | 61 | 70 | " | " | 8 | " |
| Mid. | 0 | 8 | " | " | " | 1 | 2 | 0 | 1/2 | 30.27 | 65 | 65 | 61 | 70 | " | " | 7 | " |

under the command of

Commander F. W. Dickens
Sunday, March 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Partially cloudy and pleasant. Bright starlight. Gentle to moderate breeze from E. N. E. Barometer rising slowly. At end of watch studds jib, foremast staysail, foresail, single reefed mainsail, double reefed topsails, main trysail and spanker, close hauled on port tack, heading S. E. $\frac{1}{2}$ E. Course S. E. Ship rolling considerably to moderate swell from Eastward. Thermometer 10° to leeward.

From 4 to 8 A. M.

N. P. Bolzman
Ensign U. S. N.

Fair and pleasant. Light to gentle breeze from E. N. E. hauling to E. by N. Long swell from N. E. Extreme roll of ship to windward 3° and to leeward 11° . Course S. E. (p.c.) Hauling full and by on port tack. At 6:30 turned the two reefs out of the topsails, crossed royal yards, turned the reef out of mainsail and made all plain sail to royals.

From 8 A. M. to Noon.

W. A. Paperton.
Lieutenant U. S. N.

Moderate to gentle breeze from E. by S. and E. S. E. Clear and pleasant. Smooth sea. Passed several patches of kelp and last haul. At 9:30 had divisional inspection, and at 9:45 went to quarters, when Commanding Officer inspected crew and ship. Afterwards called all hands to muster and read Articles for the better Government of the Navy; special circular No. 13, and General and Naval Order No. 7. Apprentices at the wheel. At 11:30 took a single reef in the mainsail to prevent chafe. Full and by on port tack, under all plain sail to royals and main trysail, except a single reef in mainsail. All present or accounted for at General Muster. Consumption of magazines 50° forward, 55° aft.

From Noon to 4 P. M.

W. A. Paperton.
Lieutenant U. S. N.

Light air to moderate breeze from E. by S. to E. S. E. Clear and pleasant. Long swell from East. Course S. E. (p.c.) All plain sail to royals, with single reef in mainsail, on port tack, full and by. At 3:55 hauled up courses, drew flying jib and foremast staysail and took in main trysail and spanker on account of light wind and to avoid flapping. At 4 P. M. hauled in Patent log 48.8 knots. Apprentices at the wheel.

From 4 to 8 P. M.

J. D. Percell
Lieutenant U. S. N.

Cloudy, but pleasant. Light air and breeze from S. E. by E. Barometer steady. Long Easterly swell. At 5:30 called both watches, furled royals and topgallant sails and took two single reefs in the topsails. Put down royal yards. Apprentices under instruction at wheel. At end of watch under double reefed topsails and jib, on port tack, making S. E. (p.c.).

From 8 P. M. to Midnight

Roger Chellier, Jr.
Ensign U. S. N.

Cloudy and pleasant. Bright starlight. Gentle breeze to light air from S. E. Moon set at 10:20. Ship rolling heavily to moderate swell from East; maximum roll 14° starboard and 12° port. At 9 o'clock at spanker and main trysail. At end of watch under jib, double reefed topsails, main trysail and spanker; close hauled on port tack, heading S. E. $\frac{1}{2}$ N. Course S. E.

N. P. Bolzman
Ensign U. S. N.

Examined and found to be correct.

J. B. Moilton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Making passage from Newport, R.I. to Charleston S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Wind, in fathoms. | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|--------------|----------------|----------------|-----------------------------------|-----------------------------|--|-------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in fathoms. | Therm. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 0 | 40.0 | SE 1/4 N. | SE. | | 2 | 2-5 | 3/4 | 30.27 | 65 | 64 | 61 | 70 | b.c. | air clear | 9 | S. |
| 2 | 1 | 0 | " | SE by E. | " | | 2 | 2-5 | 3/4 | 30.26 | 65 | 64 | 61 | 70 | " | " | 9 | " |
| 3 | 1 | 0 | " | " | " | | 1-2 | 2-7 | 3/4 | 30.26 | 65 | 64 | 61 | 70 | " | " | 9 | " |
| 4 | 0 | 6 | " | " | " | | 1 | 2-7 | 3/4 | 30.26 | 65 | 64 | 61 | 70 | " | " | 9 | " |
| 5 | 0 | 5 | " | SE 1/4 N. | SE. | | 1 | 0-7 | 3/4 | 30.25 | 63 | 63 | 60 | 70 | " | air clear | 8 | S. |
| 6 | 1 | 0 | " | SE. | SE by E. | | 1 | 0-5 | 3/4 | 30.25 | 64 | 63 | 60 | 70 | " | " | 8 | " |
| 7 | 1 | 5 | 48.9 | SE 1/4 N. | SE. | | 1-2 | 2-5 | 3/4 | 30.25 | 64 | 64 | 61 | 70 | " | " | 8 | " |
| 8 | 1 | 7 | 49.3 | SE 1/4 N. | SE. | | 3 | 0-4 | 1/4 | 30.26 | 66 | 65 | 62 | 70 | " | " | 7 | " |
| 9 | 4 | 6 | 51.0 | SE by E. | SE. | | 4 | 0-5 | 1/4 | 30.26 | 67 | 68 | 64 | 70 | " | " | 8 | " |
| 10 | 3 | 8 | 57.7 | " | " | | 3-4 | 0-5 | 1/4 | 30.26 | 67 | 68 | 64 | 70 | " | " | 8 | " |
| 11 | | | 61.5 | " | " | | 3-4 | 0-5 | 1/4 | 30.22 | 67 | 68 | 64 | 70 | " | " | 7 | " |
| | | | | Tacking Ship | " | | 3-4 | — | — | 30.18 | 68 | 68 | 64 | 70 | " | " | 8 | " |
| Noon. | 3 | 4 | 64.9 | E by S. | " | | 3-4 | 0-5 | 1/4 | 30.18 | 68 | 68 | 64 | 70 | " | " | 8 | " |

41. 8 Distances run by Patent Log.

Course and distance made good since preceding noon by observations, *S 16° N.*

| | | | |
|---------------------|--|------------|---------|
| Position at Noon: | Latitude by D. R. | 26 knots. | tenths. |
| | Longitude by D. R. | 34° 04' N. | " |
| | Latitude by observations of ☉ | 66° 02' N. | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 34° 04' N. | " |
| Position at 8 A. M. | Latitude by <i>D. R. from intersection of 2 lines</i> | 66° 02' N. | " |
| | Longitude by <i>observation</i> | 34° 04' N. | " |
| Position at 8 P. M. | Latitude by <i>D. R. from noon observation</i> | 66° 04' N. | " |
| | Longitude by <i>chronometer from afternoon observation</i> | 34° 25' N. | " |

Current during the time, 12 knots tenths per hour, setting to the *N 86° E.*

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *E. by S.*

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *E.*

Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head *S 59° E.*

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head *E.*

Water expended during the preceding 24 hours, 370 gallons.

Water during the preceding 24 hours, " "

Water remaining on hand fit for use at Noon, 2430 "

Coal consumed during the preceding 24 hours, tons 600 lbs.

Coal remaining on hand at Noon, 159 " 2150 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|---------------|----------|---|-----|-----|-------|----|----|----|----|------|------------|---|----|--|
| 1 | 4 | 7 | 69.6 | SE 1/2 E | South | 4 | 1-6 | 1/2 | 30.16 | 68 | 69 | 64 | 70 | b.c. | air clear | 7 | S | |
| 2 | 5 | 4 | 75.0 | SE by E 1/2 E | S by W | 4 | 1-6 | 1/2 | 30.14 | 68 | 69 | 64 | 70 | " | " | 7 | " | |
| 3 | 5 | 5 | 80.5 | SE by E | S. S. W. | 4 | 1-6 | 1/2 | 30.11 | 67 | 67 | 63 | 68 | " | " | 7 | " | |
| 4 | 4 | 7 | 85.2 | " | " | 4 | 1-6 | 1/2 | 30.09 | 67 | 67 | 63 | 66 | " | clear. | 9 | " | |
| 5 | 5 | 8 | 90.1 | " | " | 4 | 1-6 | 1/4 | 30.09 | 67 | 66 | 62 | 66 | " | " | 9 | " | |
| 6 | 4 | 1 | 94.2 | SE by E 1/4 E | " | 4 | 1-6 | 1/4 | 30.09 | 67 | 66 | 62 | 66 | " | " | 8 | " | |
| 7 | 3 | 0 | 97.2 | " | " | 4 | 2-7 | 1/4 | 30.09 | 67 | 64 | 62 | 66 | " | " | 8 | " | |
| 8 | 3 | 0 | 100.2 | " | " | 4 | 2-6 | 1/2 | 30.09 | 67 | 64 | 62 | 66 | " | " | 8 | " | |
| 9 | 3 | 8 | 4.0 | SE by E | " | 4 | 6 | 1/2 | 30.08 | 66 | 64 | 62 | 68 | " | air clear. | 8 | N. | |
| 10 | 3 | 9 | 7.9 | " | " | 4 | 7 | 1/2 | 30.07 | 66 | 64 | 62 | 68 | " | clear. | 3 | " | |
| 11 | 3 | 6 | 11.4 | " | " | 4 | 4-8 | 1/2 | 30.06 | 66 | 65 | 63 | 68 | " | " | 2 | " | |
| Mid. | 4 | 1 | 14.5 | " | " | 4 | 4-8 | 1/2 | 30.05 | 66 | 65 | 63 | 68 | " | " | 3 | " | |

under the command of

Commander F. V. Dickins
Monday, March 12

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear, cool and pleasant. Light air and breeze from S.E. by S. Corner S.E. (p.c.) Steering "full and by" under double reefed topsails, jib, main trysail and spanker. Ship rolling easily to long hulk from S.E. and E.S.

W. A. Chaperton
Lieutenant U. S. N.

From 4 to 8 A. M.

Light air to gentle breeze from S.E. to South. Fair and pleasant. Smooth sea. Between 6.30 and 7.10 shook reefs out of topsails, crossed royal yards, and made all plain sail to royals except one reef in mainsail. Over ship between 7.34 and 7.40 and brought ship by the wind on starboard tack. Apprentices at the wheel.

G. A. Brown
Lieutenant U. S. N.

From 8 A. M. to Noon.

Gentle to moderate breeze from South. Clear smooth sea. At 9.30 mustered at quarters for inspection and muster. At 9.45 "all hands" and exercised until 11.15 in tacking and broaching. Tacked three times and faked three times; watch officers in charge of deck in turn; back evolution broached. Corner S.E. At end of watch under all plain sail to royals, except main trysail and single reef in mainsail. Apprentices at the wheel. Lugged zig for life boat. At 9.45 heeled in Patent log 61.5 knots and at 11.15 put it over again 61.5 knots, registering. At 9.40 sighted a bark standing to Eastward bearing p.c. N.W. Computations of magazines 53 found, 56 aft.

J. D. Purcell
Lieutenant U. S. N.

From Noon to 4 P. M.

Generally clear, warm and pleasant. Moderate breeze from South to S.W. Barometer falling. First watch turned in dirty and received clean bags from 1.15 to 2.15; had gunnery instruction from 2.30 to 3.15 and gymnastics from 3.30 to 4.00; the third watch had instruction in sails and spars from 1.15 to 2.15; in gunnery from 2.30 to 3.15 and turned in dirty bags receiving clean ones from 3.30 to 4.00; the second watch turned in dirty bags and received clean ones from 1.15 to 2.30. Flap under all plain sail to royals, except a single reef in mainsail, close hauled on starboard tack until 2.00 when she came to her course S.E. by E. (p.c.).

Roger Meller Jr.
Ensign U. S. N.

From 4 to 8 P. M.

Cloudy and pleasant. Moderate breeze from S.W. At 5.45 faked light sails, sent down royal yards and double reefed topsails. At 6.05 set main trysail, at end of watch under jib, for topmast staysail, single reefed mainsail, fore sail, double reefed topsails, main trysail and spanker, heading S.E. by E. 14 E. Corner S.E. by E. Pumped out bilges.

N. J. Holman
Ensign U. S. N.

From 8 P. M. to Night.

Clear first hour, cloudy and threatening rain remainder of watch. Moderate breeze from S.W. Ship on her course S.E. by E. (p.c.) under same sail as in latter part of previous watch. Moderate swell from S.E. and N.E. Storm set at 11.30. Apprentices at the wheel steering ship.

W. A. Chaperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. M. Ilton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R.I. to Charleston S.C.

Wind Rate,

| | | | | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-------------------------|--------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|----------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heal. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Air, Sea, & Wind. | State of the Sea. |
| A. M. | 5 | 5 | | | | | | | | | | | | | | | |
| 1 | 3 | 7 | 18.2 | S.E. by E. | S. S. E. | 4 | 0.5 | 14 | 30.00 | 66 | 66 | 65 | 68 | b. c. w. | circum. | 5 | M. |
| 2 | 3 | 4 | 21.6 | " | " | 4 | 0.5 | 14 | 29.98 | 65 | 65 | 64 | 68 | " | " | 7 | " |
| 3 | 5 | 0 | 26.6 | " | " | 4 | 5-1-7 | 14 | 29.97 | 65 | 65 | 64 | 67 | " | " | 7 | " |
| 4 | 5 | 4 | 32.0 | " | " | 5 | 2-8 | 14 | 29.94 | 66 | 65 | 64 | 67 | " | " | 7 | " |
| 5 | 5 | 7 | 37.7 | " | " | 5 | 2-7 | 14 | 29.94 | 67 | 65 | 64 | 68 | b. c. | circum. | 6 | " |
| 6 | 4 | 6 | 42.3 | " | " | 5 | 2-6 | 14 | 29.94 | 66 | 65 | 64 | 67 | " | " | 7 | " |
| 7 | 5 | 8 | 48.1 | " | " | 5 | 0-7 | 14 | 29.94 | 66 | 65 | 64 | 66 | " | minut. | 5 | " |
| 8 | 6 | 2 | 54.3 | " | " | 5 | 6-3-10 | 14 | 29.95 | 65 | 65 | 64 | 66 | " | circum. | 4 | " |
| 9 | 6 | 6 | 60.9 | " | S. W. by S. | 6 | 3-10 | 14 | 29.95 | 67 | 66 | 64 | 67 | " | " | 6 | M. |
| 10 | 5 | 0 | 68.9 | S. E. | " | 6 | 3-10 | 14 | 29.95 | 68 | 66 | 65 | 68 | " | " | 8 | " |
| 11 | 5 | 9 | 70.8 | " | " | 6 | 3-10 | 14 | 29.95 | 68 | 69 | 65 | 68 | " | " | 8 | " |
| Noon. | 5 | 0 | 76.8 | " | " | 6 | 3-10 | 14 | 29.95 | 68 | 68 | 66 | 68 | " | " | 8 | " |

113.8 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S. by E.

111 knots. tenths.

| | | |
|---------------------|--|-------------|
| Position at Noon. | Latitude by D. R. | 33° 50' 4". |
| | Longitude by D. R. | 64° 39' 8". |
| | Latitude by observations of ☉ | 34° 05' 4". |
| | Longitude by chronometer from Forenoon Observations of ☉ | 64° 23' 4". |
| Position at 8 A. M. | Latitude by D. R. from Noon | 34° 16' 4". |
| | Longitude by observation ☉ | 64° 50' 4". |
| Position at 8 P. M. | Latitude by D. R. from Noon | 33° 05' 1". |
| | Longitude by D. R. from Noon | 63° 58' 4". |

Current during the time, 19 knots tenths per hour, setting to the N 37° E.

| | | |
|---|-------------|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |

390 gallons.

Water expended during the preceding 24 hours, during the preceding 24 hours,

2040 "

Water remaining on hand fit for use at Noon,

tons — lbs.

Coal consumed during the preceding 24 hours,

159 " 2150 "

Coal remaining on hand at Noon,

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Force. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Air, Sea, & Wind. | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|-------------|--------|---------|-------------------|-------------|----------------|----------------|----------------|-----------------------------------|-----------------------------|----------------------------|-------------------|----|
| 1 | 6 | 2 | 82.0 | S. E. by E. | S. E. | 5-6 | 5-8 | 14 | 29.93 | 67 | 68 | 66 | 68 | b. c. | circum. | 8 | M. |
| 2 | 6 | 9 | 88.9 | " | " | 6 | 5-10 | 14 | 29.91 | 67 | 68 | 66 | 68 | " | " | 6 | " |
| 3 | 1 | 0 | 92.4 | S. E. | " | 6-7 | 5-8 | 1 1/2 | 29.91 | 67 | 68 | 66 | 68 | " | circum. | 4 | " |
| 4 | 1 | 0 | " | S. E. by S. | S. E. by S. | 6-8 | 5-8 | 3 | 29.90 | 67 | 68 | 65 | 68 | o. c. g. l. | circum. | 0 | " |
| 5 | 0 | 8 | " | S. E. by S. 1/2 E. | " | 6-8 | 0 | 6 | 29.89 | 67 | 68 | 65 | 68 | o. c. g. r. | minut. | 0 | " |
| 6 | 1 | 0 | " | S. E. | " | 6-8 | 0 | 6 | 29.88 | 65 | 63 | 64 | 68 | " | " | 0 | " |
| 7 | 1 | 0 | " | " | " | 6-2 | 0 | 3 | 29.91 | 62 | 62 | 61 | 68 | " | " | 0 | " |
| 8 | 0 | 8 | " | S. E. | S. E. | 2-3 | 0 | 6 | 29.93 | 64 | 63 | 61 | 68 | b. c. g. r. | " | 1 | " |
| 9 | 0 | 6 | " | S. E. 1/2 S. | S. E. by S. | 3 | 15-20 | 6 | 29.94 | 64 | 63 | 61 | 68 | b. c. | circum. | 2 | S. |
| 10 | 0 | 6 | " | S. E. by S. | " | 3 | 20-22 | 6 | 29.94 | 64 | 63 | 61 | 68 | b. c. g. l. | circum. | 5 | " |
| 11 | 0 | 6 | " | " | " | 3 | 20-22 | 6 | 29.94 | 64 | 63 | 61 | 68 | " | " | 7 | " |
| Mid. | 0 | 6 | " | " | " | 3 | 20-22 | 6 | 29.94 | 64 | 63 | 61 | 68 | b. c. g. l. | " | 7 | M. |

under the command of

Commander F. W. Dickens
Tuesday March 13

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Moderate to stiff breeze from S. S. W. Fair and pleasant. Moderate sea. Heavy dew. Clew hauled on starboard tack under jib, for topmast staysail, main topsail, spaulker, foreail, single reefed mainsail, and double reefed topsails. Apprentices at the wheel.

From 4 to 8 A. M.

Stiff to fresh breeze from S. S. W. Clear. Moderate sea from S. S. W. Clew hauled on starboard tack. At 5.10 clock the reef out of topsails. At end of watch under all plain sail to single reefed topsails, with single reef in mainsail. Course S. E. by E. (pc.) At dawn sighted a steamer ahead, steering North, with blue smoke stack and black top. Apprentices at the wheel. Passed patches of sea weeds.

J. R. Green
Lieutenant U. S. N.

From 8 A. M. to Merid.

Generally clear. Fresh breeze from S. W. by S. Barometer steady. Under plain sail to single reefed topsails, with a reef in mainsail; Course S. E. by E. (pc.) to 9.00 then changed to S. E. (pc.) At 9.30 mustered at quarters, after which board dismasted, at battery and powder divisions to 10.30. From 10.45 to 11.45 the third watch had instruction in sails and spars and the first watch in manuevering, seamanship, sailmaking and signals. Apprentices under instruction at wheel. Passed patches of sea weeds. Temperatures of magazines 66° forward, 60° aft.

J. R. Green
Lieutenant U. S. N.

From Merid. to 4 P. M.

Cloudy and pleasant at first; overcast and squally with rain latter part. Stiff to fresh breeze from S. W. to S. S. W. by N. with squalls. From 1.15 to 2.00 had instruction as follows: 1st watch, sails and spars; 2nd watch, manuevering, sailmaking and signals. From 2.30 to 3.30, 1st watch, gunnery 2nd watch, gunnery. From 3.30 to 3.45, 1st watch, helm, lead and log. 2nd watch, gymnastics. At 2.00 clock interrupted drill and called all hands shorten sail; fueled for topsail, courses and spaulker and stowed jib; hauled down board of main topsail; clew reefed main topsail and set for storm staysail and storm mizzen. At 3.20 set for topmast staysail. At 3.45 hauled down for topmast staysail and hoisted up main topsail to a squall. At end of watch lying to, under fore storm staysail, storm mizzen and clew reefed main topsail heading S. E. by E. Course S. E.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 P. M.

Overcast, cloudy, squally and rainy; clearing last hour. Fresh breeze to moderate gale from S. W. by N., decreasing to light to gentle breeze from N. W. last hour. Very heavy rain squalls during watch. Course S. E. (pc.) Ship lying to under canvas sail at at end of previous watch and main topsail, rolling heavily but easily and pitching deeply at times. Extreme roll to windward 15° and to leeward 25°. Apprentices at the wheel steering ship. Pumped out ship. Set main topsail at 6.50.

N. A. Holman
Ensign U. S. N.

From 8 P. M. to Merid.

Light to gentle breeze from N. W. by N. Clearing weather, with passing rain showers. Lightning to S. E. Bright moonlight. Long rolling sea, from N. W. moderating towards end of watch. Lying to under canvas sail as in preceding watch. Ship rolling deeply but easily. Maximum roll to leeward 27°; to windward 20°. Apprentices at wheel.

W. A. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. R. Green
Lieutenant U. S. N.

J. B. McIlm
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Newport, R. I. to Charleston S. C.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Direction & Force of Surface Current. | State of the Sea. |
|-----------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|------------|----------------|----------------|-----------------------------------|------------------------------|---------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. 7.2 | 7 | | | | | | | | | | | | | | | | |
| 1 | 0 | 5 | Noted in | SE by E. | SE by E. | | 4 | 0 | 6 | 29.96 | 63 | 62 | 60 | 67 | b.c. | cum. | 8 |
| 2 | 0 | 5 | " | " | " | | 4 | 12-12 | 6 | 29.96 | 63 | 62 | 60 | 67 | " | " | 4 |
| 3 | 0 | 5 | " | " | " | | 4 | 10-10 | 6 | 29.98 | 63 | 62 | 59 | 67 | " | " | 7 |
| 4 | 0 | 5 | " | " | " | | 4 | 10-12 | 6 | 29.99 | 63 | 62 | 59 | 67 | " | " | 6 |
| 5 | 0 | 5 | " | " | " | | 4 | 4-10 | 6 | 29.98 | 63 | 62 | 58 | 67 | " | " | 4 |
| 6 | 0 | 5 | " | " | " | | 3-4 | 5-10 | 6 | 30.00 | 63 | 62 | 56 | 66 | " | " | 6 |
| 7 | 3 | 0 | 92.5 | SE by S. | SE by E. | | 3 | 5-7 | 0 | 30.01 | 62 | 61 | 56 | 66 | " | " | 7 |
| 8 | 3 | 2 | 95.7 | " | " | | 3 | 5-8 | 0 | 30.04 | 63 | 62 | 57 | 65 | " | " | 8 |
| 9 | 3 | 0 | 98.7 | " | SE. | | 2-3 | 5-7 | 1/2 | 30.06 | 63 | 61 | 58 | 65 | " | " | 7 |
| 10 | 4 | 0 | 2.7 | " | " | | 3 | 4-5 | 1/2 | 30.06 | 63 | 62 | 57 | 65 | " | " | 6 |
| 11 | 4 | 0 | 6.7 | " | " | | 3 | 4-5 | 1/2 | 30.07 | 64 | 63 | 58 | 65 | " | " | 7 |
| Noon. | 5 | 8 | 12.5 | " | " | | 3-4 | 4-8 | 1/4 | 30.08 | 65 | 65 | 59 | 65 | " | " | 7 |

48.7 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $554^{\circ} E.$

| | | |
|---------------------|--|---------------|
| Position at Noon: | Latitude by D. R. | 33 0 39 " N." |
| | Longitude by D. R. | 63 0 33 " W." |
| | Latitude by observations of \odot | 33 0 44 " N." |
| | Longitude by chronometer from Forenoon Observations of \odot | 63 0 48 " W." |
| Position at 8 A. M. | Latitude by D. R. from Chron | 33 0 59 " N." |
| | Longitude by observation \odot | 64 0 03 " W." |
| Position at 8 P. M. | Latitude by D. R. from Noon | 33 0 11 " N." |
| | Longitude by Chronometer from afternoon observation \odot | 63 0 07 " W." |

Current during the time, 13 knots tenths per hour, setting to the $N 68^{\circ} E.$ Dev. of the Compass by Azimuth \odot observed at 4 P. M., ship's head $530^{\circ} 56' E.$ Deviation of the Compass by Azimuth \odot observed at 4 P. M., ship's head " 1 07 " E. variation used, 9 00 " E.Error of the Compass by Azimuth \odot observed at " ship's head " " "Deviation of the Compass by Azimuth \odot observed at " ship's head " " "

Water expended during the preceding 24 hours, 360 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1660 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 159 " 1510 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|------|----------|----------|-----|-----|-----|-------|----|----|----|----|------|---------|----|---|
| 1 | 6 | 2 | 19.2 | SE by S. | SE. | 3-4 | 2-5 | 1/2 | 30.12 | 65 | 65 | 60 | 65 | b.c. | circum. | 9 | " |
| 2 | 6 | 3 | 28.5 | " | " | 3-4 | 2-6 | 1/2 | 30.12 | 65 | 65 | 60 | 66 | " | circum. | 9 | " |
| 3 | 6 | 5 | 32.0 | " | " | 4-5 | 2-6 | 1/2 | 30.13 | 65 | 65 | 60 | 66 | " | " | 9 | " |
| 4 | 7 | 1 | 39.1 | " | " | 4-5 | 2-6 | 1/2 | 30.13 | 65 | 65 | 60 | 66 | " | " | 9 | " |
| 5 | 7 | 4 | 46.5 | " | " | 4-6 | 4-8 | 1/2 | 30.13 | 65 | 65 | 60 | 64 | " | " | 6 | " |
| 6 | 7 | 1 | 53.6 | " | " | 4-5 | 5-8 | 1/2 | 30.14 | 65 | 64 | 60 | 64 | " | circum. | 5 | " |
| 7 | 6 | 3 | 59.9 | " | SE by E. | 5 | 3-6 | 1/2 | 30.14 | 65 | 64 | 60 | 64 | " | " | 5 | " |
| 8 | 6 | 0 | 65.9 | " | " | 5 | 3-6 | 1/2 | 30.14 | 65 | 64 | 60 | 64 | " | " | 9 | " |
| 9 | 5 | 6 | 71.5 | " | " | 4-5 | 6 | 1/2 | 30.13 | 65 | 64 | 61 | 64 | b. | circum. | 10 | " |
| 10 | 5 | 9 | 77.4 | " | " | 4-5 | 6 | 1/2 | 30.13 | 65 | 65 | 62 | 64 | " | " | 10 | " |
| 11 | 6 | 3 | 83.7 | " | " | 5 | 7 | 1/2 | 30.12 | 65 | 65 | 62 | 64 | b.c. | circum. | 9 | " |
| Mid. | 6 | 0 | 89.7 | " | " | 5 | 7 | 1/2 | 30.11 | 65 | 65 | 62 | 64 | " | " | 9 | " |

under the command of

Commander F. W. Dickins
Wednesday, March 14

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Moderate breeze from N. by E. Clear. Moderate sea from Wd. "Lying to" under fore storm staysail, main topsail, storm mizzen and close reefed main topsail. Ship rolling easily. Apprentices at the wheel.

From 4 to 8 A. M.

J. D. Purcell
Lieutenant U. S. N.

Generally clear and pleasant. Moderate breeze from N. by E. Barometer rising. Lying to under fore storm staysail, main topsail, storm mizzen and close reefed main topsail until 6.15 when turned reefed out of topsails and set jib, fore topmast staysail, topsails, top gallant sails and courses; took in storm mizzen and at 6.20 set course S. E. by E. (pc). Apprentices under instruction at wheel during watch. Passing patches of sea weed.

From 8 A. M. to Noon.

Roger Ables, Jr.
Ensign U. S. N.

Cloudy and pleasant. Light to moderate breeze from S. W. Barometer rising. Moderate sea from S. W. At 9.30 spread out storm sails to dry and cut below the storm mizzen and fore storm staysail at 10.30. At 9.30 mustered at quarters and stowed away oil skins, after which called all hands reef sail and exercised boys in reefing and passing reef barge until 10.30. At 10.30 made all sail to royals, penduing aloft royal yards. From 10.50 to 11.45 had instruction as follows: 1st watch, sails and spar; 2nd watch, mailbagging, sailmaking and signals. The period was cut short 5 minutes by all hands dunn at sails. Temperature of magazines 65° forward, 63° aft. At end of watch under all plain sail to royals and main topsail, except single reef in mainsail, on course S. E. by E.

From Noon to 4 P. M.

N. J. Bolman
Ensign U. S. N.

Clear and pleasant. Gentle to moderate breeze, increasing to stiff breeze from S. W. Ship on her course S. E. by E. (pc) under all plain sail to royals. At 1 p. m. took in royals and flying jib. The apprentices were instructed as follows during the watch: 3rd period from 1.15 to 2.15, the 2nd watch had sails and spar and the 3rd watch had whalebacking, seamanship, scutwork and signals; 4th period from 2.30 to 3.15, the 2nd and 3rd watches had gunnery instruction; the 5th period from 3.30 to 4 o'clock, the 2nd watch had instruction in helms, lead and log hauls the 3rd watch had gymnastics. Apprentices of 1st watch at the wheel steering ship. Took mizzen storm staysail and stowed it below. Found out clothing and small stores.

From 4 to 8 P. M.

W. K. Caperton
Lieutenant U. S. N.

Moderate to stiff breeze from S. W. and S. W. by W. Fair and pleasant. Bright moonlight last hour. At 6.45 furlled top gallant sails and took in single reefs in the topsails. Apprentices at the wheel.

From 8 P. M. to Midnight.

W. K. Caperton
Lieutenant U. S. N.

Moderate to stiff breeze from S. W. by W. Clear. Moderate sea from Wd. Course S. E. by E. all plain sail to dunn reefed topsails with single reef in mainsail. Apprentices at the wheel.

Examined and found to be correct.

J. D. Purcell
Lieutenant U. S. N.

J. B. Milton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R.I. to Charleston, S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Height of Bar. in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at surface. | Direction of the Sea. |
|-------|--------|---------|------------------------------|--|-----------------------------------|----------|------------------------|-----------------------|----------------|-------------------|-------------------|----------------------|----------|-------------|---|-----------------------------------|------------------------------|----------------|-------------------|-------------------|----------------------|-----------------------|
| | | | | | Direction by Standard Compass. | Force. | Leeway. | Height in fathoms. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at surface. | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 6 | 6 | 96.3 | S.E. by E. | S.W. by W. | 6 2.5 | 1/2 | 30.12 | 69 | 65 | 63 | 67 | b.c. | cir. strat. | 9 | M. | | | | | | |
| 2 | 6 | 4 | 102.7 | - | S.W. | 6 2.7 | 1/2 | 30.12 | 69 | 65 | 63 | 67 | " | " | 9 | " | | | | | | |
| 3 | 6 | 8 | 95 | - | " | 6 2.10 | 1/2 | 30.12 | 69 | 65 | 63 | 67 | " | " | 9 | " | | | | | | |
| 4 | 7 | 2 | 16.7 | - | Chas. | 6 5.10 | 1/2 | 30.12 | 69 | 65 | 63 | 67 | " | " | 9 | " | | | | | | |
| 5 | 5 | 0 | 21.7 | - | " | 5.6 5.8 | 0 | 30.12 | 68 | 66 | 64 | 68 | " | cum. | 5 | " | | | | | | |
| 6 | 5 | 7 | 27.4 | - | " | 5.6 5.8 | 0 | 30.14 | 68 | 66 | 64 | 68 | " | " | 4 | " | | | | | | |
| 7 | 5 | 5 | 32.9 | - | " | 4.5 5.9 | 0 | 30.16 | 66 | 66 | 64 | 68 | " | " | 3 | " | | | | | | |
| 8 | 5 | 3 | 38.2 | - | " | 4.6 5.10 | 0 | 30.18 | 66 | 67 | 63 | 67 | b. c. g. | cum. strat. | 1 | " | | | | | | |
| 9 | 6 | 6 | 42.8 | S. by E. | S.W. | 4 5.10 | 0 | 30.20 | 67 | 67 | 64 | 67 | b. c. g. | cum. strat. | 6 | W.S. | | | | | | |
| 10 | 4 | 9 | 48.3 | - | " | 3.4 3.6 | 0 | 30.22 | 67 | 66 | 63 | 68 | b. c. | cir. cum. | 8 | " | | | | | | |
| 11 | 4 | 7 | 53.0 | - | " | 3 3.5 | 0 | 30.24 | 66 | 65 | 62 | 67 | " | " | 9 | " | | | | | | |
| Noon. | 3 | 4 | 56.4 | - | " | 3 2.4 | 0 | 30.25 | 66 | 65 | 62 | 68 | " | " | 9 | " | | | | | | |

143.4 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S 41° E.

162 knots. tenths.

Position at Noon: Latitude by D. R. 32° 02' N. "
 Longitude by D. R. 61° 05' W. "
 Latitude by observations of ☉ 31° 04' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 61° 04' W. "

Position at 8 A. M. Latitude by *D. R. from Noon* 32° 20' N. "
 Longitude by *observation* 61° 07' W. "

Position at 8 P. M. Latitude by *D. R. from Noon* 31° 00' N. "
 Longitude by *Chronometer from afternoon observation* 61° 38' W. "

Current during the time, 2.0 knots tenths *per hour*, setting to the S 34° E.

Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head S 44° W.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head 0 48' E. variation used, 10° 00' W.

Error of the Compass by Azimuth ☉ observed at , ship's head "

Deviation of the Compass by Azimuth ☉ observed at , ship's head "

Water expended during the preceding 24 hours, 380 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1280 "

Coal consumed during the preceding 24 hours, tons 1200 lbs.

Coal remaining on hand at Noon, 159-310 "

| P. M. | | | | South | S. by E. | | | | | | | | | | | | | | |
|-------|---|---|------|-------|----------|-----|-----|---|-------|----|----|----|----|------|----------------|---|----|--|--|
| 1 | 5 | 3 | 61.7 | | | 3 | 4.5 | 0 | 30.26 | 66 | 66 | 62 | 69 | b.c. | W. S. S. S. S. | 4 | L. | | |
| 2 | 4 | 7 | 66.4 | | S. by W. | 3 | 4.5 | 0 | 30.26 | 68 | 67 | 62 | 69 | " | " | 6 | " | | |
| 3 | 4 | 6 | 71.0 | " | " | 3 | 4.5 | 0 | 30.27 | 68 | 69 | 62 | 69 | " | " | 9 | " | | |
| 4 | 4 | 0 | 75.0 | " | " | 3.2 | 4.5 | 0 | 30.29 | 68 | 69 | 64 | 69 | " | " | 9 | " | | |
| 5 | 4 | 7 | 79.3 | " | S. by W. | 3.4 | 5.7 | 0 | 30.29 | 66 | 67 | 62 | 69 | " | W. S. S. S. S. | 9 | " | | |
| 6 | 3 | 2 | 82.5 | " | S. by E. | 3 | 5.7 | 0 | 30.29 | 66 | 66 | 61 | 69 | " | " | 9 | " | | |
| 7 | 2 | 5 | 85.0 | " | " | 3 | 5.9 | 0 | 30.29 | 66 | 66 | 61 | 69 | " | " | 7 | " | | |
| 8 | 2 | 1 | 87.5 | " | " | 2.3 | 5.9 | 0 | 30.29 | 66 | 66 | 61 | 69 | " | " | 9 | " | | |
| 9 | 2 | 9 | 90.4 | " | " | 2.3 | 0 | 0 | 30.31 | 66 | 64 | 61 | 69 | " | W. S. S. S. S. | 9 | " | | |
| 10 | 3 | 1 | 93.3 | " | " | 2.3 | 0 | 0 | 30.32 | 66 | 64 | 61 | 69 | " | " | 9 | " | | |
| 11 | 3 | 4 | 96.7 | " | " | 2.3 | 0 | 0 | 30.34 | 66 | 64 | 61 | 69 | " | " | 9 | " | | |
| Mid. | 1 | 5 | 97.3 | " | " | 2.3 | 0 | 0 | 30.35 | 66 | 64 | 61 | 69 | " | " | 9 | " | | |

under the command of

Commander J. W. Dickens
Thursday, March 15

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and pleasant. Fresh breeze from N. W. by N. to West. Barometer steady. Under all plain sail to double reefed topsails, on course S. E. by E (p. c.) Apprentices under instruction at wheel.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and threatening, squally appearances at times. Barometer rising. Moderate to fresh breeze from West. At 4:00 clock hauled up spinnaker. At 6:00 clock shook reefs out of topsails and at 7:00 clock set topgallant sails. Took in topgallant sails to light squall at 7:50. Moderate sea from Westward. Ship rolling and pitching considerably. At end of watch under for topmast stayrail, jib, foreail, single reefed mainmast, topsails and main topsail, on course S. E. by E.

N. T. Colman
Ensign U. S. N.

From 8 A. M. to Noon.

Clearing and pleasant weather. Moderate to gentle breeze from N. W. At 8:55 changed course from S. E. by E (p. c.) to South (p. c.). Ship under same sail as at end of previous watch, except main topsail, which was taken in at 8:20. At 9:30 mustered at quarters. The apprentices were instructed as follows during the watch: First point, from 9:45 until 10:30, the 2nd watch had pistols and the 3rd watch infantry. Second point, from 10:45 until 11:30, the 2nd watch had infantry and the 3rd watch had pistols. The 4th watch was at the wheel steering ship. Extreme roll of ship to windward 28° and to leeward 21°. Long and moderate swell from N. W. and W. S. W. At the clock ahead 5 minutes between 11:30 and noon. Lighted a great deal of sea weed during watch. Temperature of magazines 63° forward, 65° aft.

W. B. Caperton
Lieutenant U. S. N.

From Noon to 4 P. M.

Light to light breeze from N. W. and N. E. by N. Fair and pleasant. At 12:40 fished topgallant sail and took a single reef in the foreail. This change of sail, the wind remaining steady, reduced the speed one knot. At 2:10 set the main and mizzen topmast stayrails. Cleaned starboard water tank. Trashed down backstays. Apprentices were instructed as follows: 1:15 to 2:00, 1st watch infantry, 3rd watch single sticks; 2:15 to 3:00, 1st watch revolver; 3rd watch infantry; 3:15 to 4:00 all the watches at boats armed and away for cutting out of vessels. Apprentices at the wheel. At end of watch, ship on course South, under fore, main and mizzen topmast stayrails, topsails and single reefed courses.

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 P. M.

Light to moderate breeze from N. by N. to N. N. W. Long sea from N. W. Course South (p. c.) At 4:45 hauled down and stowed main topmast stayrail and mizzen topmast stayrail. At 6:00 clock took two single reefs in topsails and the second reef in foreail. Under this sail at end of watch with jib, and fore topmast stayrail set. Apprentices at the wheel.

H. Purcell
Lieutenant U. S. N.

From 8 P. M. to Midnight.

Clear and pleasant, bright moonlight. Light to gentle breeze from N. N. W. Barometer rising. Under double reefed topsails, double reefed foreail, single reefed mainmast, jib and fore topmast stayrail on course South (p. c.) Ship sailing easily to long swell from N. W. Apprentices under instruction at wheel during watch.

Examined and found to be correct.

Roger Welles, Jr.
Ensign U. S. N.
J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R. I. to Charleston S. C.

3rd

Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. | | | | TEMPERATURE. | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Air, by symbols. | Temp. of Water, by symbols. | State of the Sea. |
|-----------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|------------|-------------------|-------------|--------------|---------------|-------------------|-------------------|-----------------------------------|-----------------------------|---------------------------|-----------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at 6. | Ther. at 10. | Air, by Bulb. | Air, by Wet Bulb. | Water at Surface. | | | | | |
| A. M. 4-1 | 0 | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 0 | 98.2 | South | N. N. W. | 1-2 | 0 | 0 | 30.38 | 64 | 63 | 60 | 69 | b.c. | cir. | cum. | 7 | 2 | |
| 2 | 0 | 5 | Hauled in | " | " | 0-1 | 0 | 0 | 30.38 | 64 | 63 | 60 | 69 | " | " | " | 9 | " | |
| 3 | 0 | 5 | " | " | " | 0-1 | 0 | 0 | 30.38 | 64 | 63 | 60 | 69 | " | " | " | 9 | " | |
| 4 | 0 | 5 | " | " | " | 0-1 | 0 | 0 | 30.38 | 64 | 63 | 60 | 69 | " | " | " | 9 | " | |
| 5 | 0 | 5 | " | " | " | 0-1 | 7-10 | 0 | 30.38 | 64 | 63 | 60 | 69 | " | cir. | cum. | 8 | " | |
| 6 | 0 | 5 | " | " | " | 0-1 | 7-10 | 0 | 30.38 | 64 | 63 | 60 | 68 | " | " | " | 7 | " | |
| 7 | 0 | 5 | " | " | " | 0-1 | 7-10 | 0 | 30.39 | 63 | 63 | 59 | 68 | " | " | " | 6 | " | |
| 8 | 0 | 5 | " | " | " | 0-1 | 7-10 | 0 | 30.39 | 65 | 64 | 60 | 68 | " | cir. | cum. | 9 | " | |
| 9 | 0 | 5 | " | " | Balm | 0 | 7-10 | 0 | 30.39 | 68 | 65 | 61 | 69 | b.c. | " | " | 9 | " | |
| 10 | | | No steering way | " | " | 0 | 5-7 | 0 | 30.40 | 68 | 66 | 62 | 69 | b. | none | " | 10 | " | |
| 11 | 0 | 5 | " | N. N. W. | S. S. W. | 0-1 | 5-7 | 0 | 30.40 | 67 | 66 | 62 | 69 | " | " | " | 10 | " | |
| Noon. | 0 | 5 | " | " | " | 1 | 5-7 | 0 | 30.40 | 67 | 66 | 62 | 69 | " | " | " | 10 | " | |

43.0 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S 9° E.

54 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 30° 46' N. " |
| | Longitude by D. R. | 61° 30' W. " |
| | Latitude by observations of ☉ | 30° 49' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 61° 33' W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon | 30° 45' N. " |
| | Longitude by observation ☉ | 61° 34' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 30° 49' N. " |
| | Longitude by Chronometer from Afternoon observation ☉ | 61° 33' W. " |

Current during the time, 4 knots tenths per hour, setting to the N 41° W.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head South

8° 43' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head "

1° 00' E.

variation used, 9° 00' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

variation used, 0

Water expended during the preceding 24 hours,

420 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

860

Coal consumed during the preceding 24 hours,

tons 560 lbs.

Coal remaining on hand at Noon,

158 1990

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at 6. | Ther. at 10. | Air, by Bulb. | Air, by Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Air, by symbols. | Temp. of Water, by symbols. | State of the Sea. |
|-----------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|---------|-------------------|-------------|--------------|---------------|-------------------|-------------------|-----------------------------------|-----------------------------|---------------------------|-----------------------------|-------------------|
| 1 | 0 | 6 | Hauled in | N. N. W. | N. N. W. | 2 | 7-7 | 0 | 30.41 | 68 | 68 | 64 | 69 | b. | none | " | 10 | 2 | |
| 2 | 0 | 7 | " | " | " | 2 | 7-7 | 0 | 30.42 | 69 | 68 | 64 | 70 | " | " | " | 10 | " | |
| 3 | 0 | 7 | " | " | " | 2 | 7-7 | 0 | 30.42 | 69 | 68 | 64 | 70 | " | " | " | 10 | " | |
| 4 | 0 | 5 | " | " | " | 2 | 7-7 | 0 | 30.43 | 69 | 68 | 64 | 70 | " | " | " | 10 | " | |
| 5 | 0 | 8 | " | S. E. by S. | S. E. by S. | 2 | 7-7 | 1/2 | 30.44 | 68 | 67 | 63 | 70 | b.c. | cir. | cum. | 9 | " | |
| 5 ³⁵ | 1 | 2 | 98.2 | S. by E. 1/2 E. | " | 2 | 5-5 | 1/2 | 30.44 | 67 | 66 | 63 | 70 | " | " | " | 9 | " | |
| 6 | 1 | 0 | 98.6 | " | " | 2 | 5-5 | 1/2 | 30.44 | 67 | 65 | 62 | 70 | " | " | " | 9 | " | |
| 7 | 1 | 0 | " | " | " | 2 | 5-5 | 1/2 | 30.44 | 67 | 65 | 62 | 70 | " | " | " | 9 | " | |
| 8 | 1 | 0 | " | " | " | 2 | 5-5 | 1/2 | 30.44 | 67 | 65 | 62 | 70 | " | " | " | 9 | " | |
| 9 | 1 | 6 | " | S. E. 3/4 S. | S. E. | 2 | 5-7 | 1/2 | 30.44 | 67 | 66 | 63 | 70 | b. | none | " | 10 | " | |
| 10 | 1 | 0 | " | " | " | 2 | 5-5 | 1/2 | 30.44 | 67 | 66 | 63 | 70 | " | " | " | 10 | " | |
| 11 | 2 | 5 | " | " | " | 3 | 5-5 | 1/2 | 30.44 | 67 | 66 | 63 | 70 | b.c. | cir. | cum. | 9 | " | |
| Mid. | 2 | 2 | " | " | " | 3 | 5-5 | 1/2 | 30.44 | 67 | 66 | 63 | 70 | " | cum. | cloud | 7 | " | |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Generally clear and pleasant. Calm to light breeze from N. N. W. Barometer steady. Ship rolling and pitching considerably to long swell from N. W. Maximum roll 18°. Bright starlight and moonlight till 2.35 when moon set. At end of watch under jib, fore topmast stayrail, double reefed foresail, single reefed mainsail and double reefed topsails, on course South.

From 4 to 8 A. M.

Clear, warm and pleasant. Light air from N. N. W. Ship on course South (p.c.) under same sail as in previous watch until 7 A. M. when shrouk reefs set of topsails and re reefed of foresail. Apprehensive of the watch under instructions at the wheel steering ship. Long swell from N. W. Ship rolling easily and frequently to swell.

From 8 A. M. to Noon

Calm first two hours light air from S. S. W. last two. Clear and pleasant long swell from N. W. and W. At 9.30 collected hands clear ship for action. Put down royal yards and made all preparations as required by regulations; in 40 minutes. At 10.13 crowded call to General Quarters cast bows and provided the battery, division reporting ready as follows: After Powder at 10.17; 2nd division, 10.24; 1st division, 10.22; 3rd division, 10.28; forward Powder, 10.23; Naughton's, 10.25. Evolved battery using dummy shell. Called away riflemen and bowmen and exercised as advancing, retreating and relaying, using the bugle call. Evolved Naughton's division as securing rigging. Fishing main yard, plugging shot hole. Forward call to secure at 11.06. All divisions secured in 11 minutes. Evolved equal yards at 11.28. At 11.22 Charles E. Bullock, App. & C. having finished his work aloft, in attempting to swing from the fore rope of fore yard to the jacks ladder on mast, seized the fore brattens which overhauled into his weight and allowed him to fall to the deck, a distance of thirty (30) feet. He was picked up unconscious and carried to the Captain's cabin, where he soon recovered consciousness, and at once found that although badly lamed he had received no serious injuries. In accordance with the provisions of Article 1243, R. S. Navy Regulations, Lieut. W. B. Capitan, U. S. N., was directed to make a report in duplicate of the circumstances attending the accident to Bullock. Apprehensive at the wheel. Temperature of magazine 62° forward, 66° aft.

From Noon to 4 P. M.

Light breeze from N. W. Clear. Long swell from North. Heading N. N. W. during the watch. At 1.18 crowded fore aloft. Took in courses. First stream in 1 minute, 39 seconds. At 1.25 crowded rigging to get up provisions. At 1.26 called all hands aboard ship and mustered aboard boats with necessary articles. Turned at 1.26. At 1.40 set courses. Apprehensive were instructed as follows: 2.15 to 3.15 clock, 1st division, inflicting 2nd division, broad swords; from 3.15 to 4.0 clock, 4th division and 1st division, R. S. Navy. Apprehensive at the wheel. The man of the ship scudded topsails, under topsails, single reefed courses for topmast stayrail and jib at end of watch.

From 4 to 8 P. M.

Clear and pleasant. Light breeze from S. W. by N. Barometer steady. At 6.15 took two reefs in topsails and a second reef in the foresail. At end of watch under double reefed topsails and foresail, reefed mainsail, jib, fore topmast stayrail and spraker, making course S. by E. 1/2 E. (p.c.). Put out Patent Log at 5.45, reading 98.2 and hauled it in again at 7.14 reading 98.5.

From 8 P. M. to Midnight.

Light breeze from S. W. Clear and pleasant. Bright moonlight. At end of watch under double reefed topsails, double reefed foresail, single reefed mainsail, jib, fore topmast stayrail and spraker.

Examined and found to be correct.

N. D. Newman

Ensign U. S. N.

W. H. Paperton

Lieutenant U. S. N.

J. A. G. Gault

Lieutenant U. S. N.

J. D. Purcell

Lieutenant U. S. N.

Roger W. Wells, Jr.

Ensign U. S. N.

J. B. McEwen

Lieutenant U. S. N.

J. B. McEwen

Navigator.

Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from New York P.R. to Charleston S.C.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|--------------|--------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|---|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Lowest. | Height Ther. | | Air, Wet Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky, in Miles. | State of the Sea. | |
| | | | | | | | | | inches. | at 5'. | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 0 | Hand in | S by E 1/2 E. | N. by E. | 3 | 4 | 1/2 | 30.45 | 66 | 65 | 63 | 68 | b. c. w. | cir. cum. | 7 | N. | |
| 2 | 1 | 8 | " | " | " | 3 | 4 | 1/2 | 30.45 | 66 | 65 | 63 | 68 | " | " | 9 | " | |
| 3 | 1 | 8 | " | S by E. | " | 3 | 4 | 1/2 | 30.46 | 66 | 64 | 62 | 69 | " | " | 9 | " | |
| 4 | 2 | 0 | " | " | " | 3 | 4 | 1/2 | 30.46 | 66 | 65 | 64 | 62 | 69 | " | " | 9 | " |
| 5 | 1 | 9 | " | S 1/2 E. | N. by E. | 3 | 4 | 1/2 | 30.43 | 66 | 66 | 63 | 69 | b. c. | " | 9 | S. | |
| 6 | 1 | 9 | " | South | West. | 2-3 | 4 | 1/2 | 30.39 | 66 | 65 | 63 | 69 | " | " | 7 | " | |
| 7 | 2 | 0 | " | " | " | 2-3 | 4 | 1/2 | 30.39 | 66 | 66 | 64 | 69 | " | " | 8 | " | |
| 8 | 3 | 0 | 98.5 | " | " | 3 | 4 | 1/2 | 30.40 | 66 | 66 | 64 | 69 | " | " | 4 | " | |
| 9 | 2 | 0 | 100.3 | " | N. by E. | 2-3 | 3-3 | 1/2 | 30.45 | 67 | 66 | 64 | 69 | " | " | 7 | " | |
| 10 | 1 | 8 | 1.1 | " | " | 2-3 | 3-3 | 1/2 | 30.46 | 67 | 66 | 64 | 69 | " | " | 7 | " | |
| 11 | 1 | 3 | 1.6 | " | West. | 2-3 | 3-3 | 1/2 | 30.46 | 68 | 67 | 64 | 69 | " | " | 7 | " | |
| Noon. | 1 | 5 | 2.1 | " | " | 2-3 | 3-3 | 1/2 | 30.46 | 70 | 69 | 66 | 69 | " | cum. | 4 | " | |

36.8 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, *S 27° E.*

Latitude by D. R. *30° 25' N.*
 Longitude by D. R. *61° 19' W.*
 Position at Noon: Latitude by observations of ☉ *30° 23' N.*
 Longitude by chronometer for Forenoon Observations of ☉ *61° 17' W.*

Position at 3 A. M. Latitude by *D. R. from home*
 Longitude by *observation*
 Position at 3 P. M. Latitude by *D. R. from home*
 Longitude by *chronometer from afternoon observation*

Current during the time, *2 1/2* knots tenths per hour, setting to the *S 29° E*Error of the Compass by Azimuth ☉ observed at *4 P.M.*, ship's head *S 2° E.*Deviation of the Compass by Azimuth ☉ observed at *4 P.M.*, ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours.

Water during the preceding 24 hours.

Water remaining on hand fit for use at Noon.

Coal consumed during the preceding 24 hours.

Coal remaining on hand at Noon.

| P. M. | | | | | | | | | | | | | | |
|-------|---|---|-------------|--------------|-----------------|-----|-----|-----------|----|----|----|----|--------------|----------|
| 1 | 1 | 5 | <i>2.8</i> | <i>South</i> | <i>West.</i> | 2 | 3-3 | 1/2 30.46 | 71 | 69 | 66 | 70 | <i>b. c.</i> | <i>5</i> |
| 2 | 1 | 5 | <i>2.8</i> | " | " | 2 | 3-3 | 1/2 30.46 | 71 | 72 | 68 | 70 | " | 5 |
| 3 | 1 | 5 | <i>2.8</i> | " | " | 2 | 3-3 | 1/2 30.46 | 72 | 74 | 69 | 70 | " | 7 |
| 4 | 1 | 5 | <i>3.2</i> | " | " | 2 | 3-3 | 1/2 30.47 | 72 | 74 | 69 | 70 | " | 9 |
| 5 | 1 | 2 | <i>Hand</i> | " | " | 2 | 1-3 | 1/2 30.47 | 70 | 72 | 67 | 70 | " | 8 |
| 6 | 0 | 9 | " | " | " | 1-2 | 3 | 1/2 30.47 | 70 | 72 | 67 | 70 | <i>dist.</i> | 9 |
| 7 | 0 | 9 | " | " | " | 1-2 | 3 | 1/2 30.47 | 69 | 69 | 66 | 70 | " | 9 |
| 8 | 0 | 7 | " | " | <i>N. E.</i> | 1 | 3 | 1/2 30.48 | 68 | 68 | 66 | 70 | <i>even.</i> | 9 |
| 9 | 1 | 2 | " | " | <i>N. by E.</i> | 1 | 3-3 | 1/2 30.47 | 69 | 68 | 65 | 70 | " | 9 |
| 10 | 1 | 0 | " | " | " | 1 | 3-3 | 1/2 30.46 | 69 | 68 | 65 | 70 | " | 9 |
| 11 | 1 | 2 | " | " | " | 1 | 3-3 | 1/2 30.45 | 69 | 68 | 66 | 70 | " | 9 |
| Mid. | 1 | 2 | " | " | " | 1 | 3-3 | 1/2 30.44 | 69 | 68 | 66 | 70 | <i>b.</i> | 10 |

under the command of

Commander F. W. Dickins
Saturday, March 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear, damp, cool and pleasant. Gentle breeze from N. E. W. Morn set at 3.30 A. M. Course South (p.c.) Ship steering "full and by" on starboard tack under double reefed topsails and foresail, single reefed mainsail, jib, for topmast staysail and spraker. Apprentices at the wheel steering ship.

W. B. Caperton
Lieutenant U. S. N.

From 4 to 8 A. M.

Light to gentle breeze from West. Fair and pleasant. Under same sail as in preceding watch. Apprentices at the wheel. Put new Patent log at 7.40 reading 98.5.

A. R. Dean
Lieutenant U. S. N.

From 8 A. M. to Noon.

Light to gentle breeze from N. by E. and West. Course South. Sea smooth. Under same sail as preceding watch. Apprentices at the wheel. Cleaning ship until 11 A. M. when the Apprentices were called to quarters for bag inspection by Divisional Officer. Temperature forward magazine 64° F. and of after magazine 67° F.

J. Russell
Lieutenant U. S. N.

From Noon to 4 P. M.

Generally clear and pleasant. Light breeze from West. Barometer steady. Under double reefed topsails and foresail, single reefed mainsail, jib for topmast staysail and spraker in course South (p.c.) Apprentices allowed bags all the watch. Apprentices at wheel during watch.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 P. M.

Generally clear and pleasant. Light air to light breeze from N. E. to N. W. Bright moonlight during last two hours. Aband of watch under jib, for topmast staysail, double reefed foresail, single reefed mainsail, double reefed topsails and spraker, heading S. by E. Course South.

N. P. Coleman
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear, cool and pleasant. Light air from N. E. and N. by E. Bright moonlight and starlight. Ship on her course South (p.c.) under same sail as in previous watch. Apprentices of watch at wheel, steering ship.

W. B. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R.I. to Charleston, S.C.

Wind Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction & Force of Wind, by symbols. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|--|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. | 12 | 3 | | | | | | | | | | | | |
| 1 | 1 | 4 | <i>True</i> | <i>South</i> | <i>True</i> | 1 3-3 | 1/2 30.44 | 68 67 | 65 70 | | b.c. | cir. cum. | 7 | 5 |
| 2 | 1 | 4 | " | " | " | 1 3-3 | 1/2 30.44 | 68 67 | 65 70 | | " | " | 7 | " |
| 3 | 1 | 2 | " | " | " | 1 3-3 | 1/2 30.44 | 68 67 | 65 70 | | " | " | 7 | " |
| 4 | 1 | 2 | " | " | " | 1 3-3 | 1/2 30.44 | 68 67 | 65 70 | | " | cir. cum. | 9 | " |
| 5 | 1 | 0 | " | " | <i>W. by N.</i> | 1-2 3 | 0 30.43 | 68 66 | 64 70 | | " | cum. cum. | 7 | " |
| 6 | 0 | 7 | " | " | <i>W. by S.</i> | 1-2 3 | 0 30.43 | 68 66 | 64 70 | | " | " | 7 | " |
| 7 | 0 | 6 | " | " | " | 1 2 | 0 30.43 | 68 66 | 64 70 | | " | cir. cum. | 8 | " |
| 8 | 0 | 4 | " | " | " | 0-1 2 | 0 30.44 | 69 67 | 65 70 | | " | cir. | 8 | " |
| 9 | 0 | 5 | " | <i>S. 1/2 E.</i> | <i>S. W. by W.</i> | 1 2 | 0 30.46 | 71 68 | 65 71 | | " | " | 8 | " |
| 10 | 0 | 8 | " | <i>S. by E.</i> | " | 1 2 | 0 30.46 | 71 68 | 65 71 | | " | " | 8 | " |
| 11 | 0 | 8 | " | <i>S. 1/2 E. 1/2 E.</i> | " | 1 2 | 0 30.46 | 71 70 | 66 71 | | " | " | 9 | " |
| Noon. | 1 | 0 | " | <i>S. 1/2 E.</i> | " | 1 2 | 0 30.47 | 71 73 | 68 71 | | " | " | 7 | " |

25. 3 *Distance run by Log.*

Course and distance made good since preceding noon by observations, *S. 24° E.*

26 knots. tenths.

Position at Noon: Latitude by D. R.
 Longitude by D. R.
 Latitude by observations of ☉
 Longitude by chronometer from Forenoon Observations of ☉

29° 57' N.

61° 09' W.

30° 00' N.

61° 05' W.

Position at 3 A. M. Latitude by *D. R. from noon*
 Longitude by *Observations*
 Position at 3 P. M. Latitude by *D. R. from noon*
 Longitude by *Chronometer from afternoon observation*

30° 00' N.

61° 07' W.

29° 54' N.

61° 01' W.

Current during the time, *4 1/2* knots tenths *power*, setting to the *N. 48° E.*

True error of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *South*

9° 40' E.

Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head "

0° 01' E.

variation used, 9° 00' W.

True error of the Compass by Azimuth ☉ observed at *4 P. M.*, ship's head *S. 1/2 E. 1/2 E.*

9° 17' W.

Deviation of the Compass by Azimuth ☉ observed at *4 P. M.*, ship's head "

2° 18' E.

variation used, 9° 00' W.

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

50 "

Coal consumed during the preceding 24 hours,

tons 1650 lbs.

Coal remaining on hand at Noon,

157 " 2150 "

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction & Force of Wind, by symbols. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|---------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|--|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| P. M. | | | | | | | | | | | | | | |
| 1 | 1 | 0 | <i>South</i> | <i>S. 1/2 E.</i> | <i>S. W. by W.</i> | 1 2-2 | 0 30.44 | 73 76 | 70 71 | | b.c. | cir. cum. | 9 | 5 |
| 2 | 1 | 2 | " | " | " | 1 2-2 | 0 30.43 | 73 76 | 70 71 | | " | " | 9 | " |
| 3 | 1 | 2 | " | <i>S. 1/2 E.</i> | <i>W. by S.</i> | 1 2-2 | 0 30.42 | 73 76 | 70 71 | | " | " | 9 | " |
| 4 | 1 | 2 | " | " | " | 1 2-2 | 0 30.42 | 73 76 | 69 71 | | " | " | 9 | " |
| 5 | 1 | 0 | " | " | " | 1 2-2 | 1/2 30.42 | 73 72 | 68 72 | | " | " | 9 | " |
| 6 | 0 | 8 | " | <i>S. E.</i> | " | 1 2-2 | 1/2 30.42 | 72 71 | 67 72 | | " | " | 9 | " |
| 7 | 1 | 0 | " | <i>S. E. by S.</i> | " | 1 2-2 | 1/2 30.42 | 72 72 | 67 72 | | " | cir. cum. | 9 | " |
| 8 | 1 | 0 | " | <i>S. by E.</i> | <i>W. by S.</i> | 1 2-2 | 1/2 30.42 | 72 70 | 67 72 | | " | " | 8 | " |
| 9 | 0 | 4 | " | <i>South</i> | <i>W. by N.</i> | 0-1 2-2 | 0 30.43 | 71 69 | 67 71 | | " | cum. | 5 | " |
| 10 | 0 | 3 | " | " | " | 0-1 2-2 | 0 30.43 | 71 69 | 67 71 | | " | " | 4 | " |
| 11 | 0 | 3 | " | " | " | 0-1 2-2 | 0 30.43 | 69 68 | 66 71 | | " | " | 4 | " |
| Mid. | 0 | 3 | " | " | <i>N. E.</i> | 0-1 2-2 | 0 30.44 | 68 68 | 66 71 | | " | " | 3 | " |

under the command of

Commander F. W. Dickins
Sunday, March 18

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Light air from West. Fair and pleasant. Bright moonlight. Smooth sea. Started fire under boiler "B" at 2.00 for distilling. At 2.50 hauled up mainmast. At end of watch under jib, fore topmast staysail, spraker, claw hufed foreail and double reefed topsails. Appentice at the wheel.

J. P. Beach
Lieutenant U. S. N.

From 4 to 8 A. M.

Calow to light breeze from N. by E. and N. by S. Clear. Smooth sea. From 4.05 commenced distilling with fire under boiler B. at 7.50. At 5.15 made all plain sail to royals except mainmast and main topsail. At end of watch under this sail. Appentice at the wheel. Lower South (p.c.)

H. J. Givrell
Lieutenant U. S. N.

From 8 A. M. to Merid.

Clear and warm. Light air from S. by E. At 9.30 sounded the call for divisional inspection, officers inspecting their divisions, and at 9.45 the Commanding Officer inspected the ship and crew at Quarters. Piped up bags. Temperature forward magazine 66° and after 67°. Appentice under instruction at wheel. Under plain sail to royals with mainmast hauled up, claw hauled on starboard tack. Evaporating with backed fire under boiler B.

Roger Wallis, Jr.
Ensign U. S. N.

From Merid. to 4 P. M.

Clear and warm. Light air from S. by E. to N. by E. Barometer falling. Part of watch on deck engaged cleaning forward water tanks. At end of watch under all plain sail to royals except mainmast, heading S. E. by E. Lower South. Distilling under backed fire under boiler B.

N. P. Godman
Ensign U. S. N.

From 4 to 8 P. M.

Clear, warm and pleasant. Light air from N. by E. and N. by S. Lower South (p.c.) Ship steering "full and by" on starboard tack with barely stenasway, under hams sail as in previous watch. Appentice at the wheel steering ship. Distilling under backed fire under boiler B.

W. R. Caperton
Lieutenant U. S. N.

From 8 P. M. to Midnight

Calow to light air from N. by E. to S. by E. Upper current of air, as indicated by movement of clouds, from S. E. Partly cloudy and pleasant, with bright moonlight. Smooth sea. Under all plain sail to royals except mainmast. Distilling under backed fire under boiler B. Appentice at the wheel.

J. P. Beach
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N., Navigator.

Making passage from Newport R.I. to Charleston S.C.

| Reading of Patent Log. | | | | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Height of Clear Sky, in fms. | State of the Sea. |
|------------------------|-------|--------|-------|-------------------------------------|--------------------------------|--------|------------------------|----------|-------------------|-------------|----------------|----------------|-------------------|------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| Hour. | Knots | Tenths | Log. | | Direction by Standard Compass. | Force. | Heel. | Leaving. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 0 | Hand. | No steeringway | Variable | 0-1 | 2-2 | 0 | 30.44 | 69 | 68 | 65 | 70 | b.c. | cum. | 6 | 8 | |
| 2 | 0 | 5 | " | N. by E. | S by E. | 1-2 | 4-4 | 0 | 30.42 | 69 | 68 | 65 | 71 | " | " | 6 | " | |
| 3 | 0 | 9 | " | " | " | 1-2 | 4-4 | 0 | 30.41 | 68 | 68 | 65 | 71 | " | " | 6 | " | |
| 4 | 1 | 2 | " | " | " | 2 | 4-4 | 0 | 30.40 | 68 | 68 | 64 | 71 | " | " | 6 | " | |
| 5 | 1 | 0 | " | " | " | 1 | 4 | 0 | 30.40 | 68 | 68 | 65 | 70 | " | " | 6 | " | |
| 6 | 1 | 0 | " | " | " | 1 | 2 | 0 | 30.40 | 67 | 67 | 64 | 70 | " | ci. cum. | 7 | " | |
| 7 | 0 | 8 | " | " | " | 1 | 2 | 0 | 30.41 | 67 | 68 | 65 | 70 | " | " | 6 | " | |
| 8 | 0 | 8 | " | " | " | 1 | 2 | 0 | 30.45 | 69 | 68 | 65 | 71 | " | " | 9 | " | |
| 9 | 1 | 2 | " | N. by E. 1/4 E. | " | 1-2 | 2 | 0 | 30.46 | 69 | 69 | 65 | 71 | " | " | 9 | " | |
| 10 | 1 | 0 | " | " | S. by E. | 1-2 | 0 | 0 | 30.46 | 69 | 69 | 65 | 71 | " | " | 9 | " | |
| 11 | 1 | 2 | " | N. 1/2 N. | S. by E. | 1-2 | 0-2 | 0 | 30.46 | 70 | 70 | 66 | 72 | " | " | 9 | " | |
| Noon. | 1 | 8 | 3-4 | N. 1/2 S. | " | 2 | 0-2 | 0 | 30.47 | 71 | 71 | 66 | 72 | " | " | 9 | " | |

2 1 & Distance run by Log.

Course and distance made good since preceding noon by observations, $228^{\circ} 24'$.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 29° 48' N. " |
| | Longitude by D. R. | 61° 13' W. " |
| | Latitude by observations of ☉ | 29° 52' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 61° 10' W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon. | 29° 53' N. " |
| | Longitude by Observation ☉ | 61° 04' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon. | 29° 54' N. " |
| | Longitude by Chronometer from Afternoon Observations ☉ | 61° 22' W. " |

Current during the time, 4 knots tenths per hour, setting to the $S 30^{\circ} E$.Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head $S 4^{\circ} 14' 1/2$ E.Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head $4^{\circ} 14' 1/2$ E.Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head $4^{\circ} 14' 1/2$ E.Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head $4^{\circ} 14' 1/2$ E.

Water expended during the preceding 24 hours.

Water distilled during the preceding 24 hours.

Water remaining on hand fit for use at Noon.

Coal consumed during the preceding 24 hours.

Coal remaining on hand at Noon.

| | |
|----------------|---------------------------|
| 9 knots. | tenths. |
| 29° 48' N. " | |
| 61° 13' W. " | |
| 29° 52' N. " | |
| 61° 10' W. " | |
| 29° 53' N. " | |
| 61° 04' W. " | |
| 29° 54' N. " | |
| 61° 22' W. " | |
| 7° 28' W. | |
| 2° 28' W. | variation used, 7° 00' W. |
| 7° 20' W. | |
| 4° 27' W. | variation used, 8° 00' W. |
| 450 gallons. | |
| 760 | |
| 860 | |
| 1 tons 80 lbs. | |
| 156" 2070 | |

| P. M. | | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|------------------|----------|-----|-----|-----|-------|----|----|----|----|------|----------|---|---|---|---|
| 1 | 1 | 6 | 3.6 | N. 1/2 S. | S. by E. | 1-2 | 2 | 1/2 | 30.47 | 70 | 72 | 67 | 72 | b.c. | ci. | 8 | 8 | 8 | 8 |
| 2 | 1 | 2 | Hand. | N. by E. | S. by E. | 1-2 | 2 | 1/2 | 30.47 | 74 | 73 | 68 | 72 | | ci. cum. | 8 | | | |
| 3 | 1 | 2 | " | N. 1/4 E. 1/2 W. | S. by E. | 1-2 | 2 | 1/2 | 30.47 | 76 | 73 | 68 | 72 | " | " | 8 | | | |
| 4 | 1 | 5 | " | " | " | 1-2 | 0 | 1/2 | 30.46 | 76 | 73 | 68 | 72 | " | " | 6 | | | |
| 5 | 1 | 4 | " | " | S. by E. | 1-2 | 0 | 1/2 | 30.45 | 74 | 71 | 67 | 72 | " | " | 6 | | | |
| 6 | 1 | 3 | " | " | " | 1-2 | 0 | 1/2 | 30.44 | 70 | 69 | 65 | 72 | " | " | 7 | | | |
| 7 | 0 | 4 | " | " | " | 0-1 | 0 | 1/2 | 30.44 | 69 | 68 | 64 | 72 | " | " | 7 | | | |
| 8 | 0 | 9 | " | " | " | 0-1 | 6 | 1/2 | 30.43 | 69 | 68 | 64 | 72 | " | " | 7 | | | |
| 9 | 1 | 0 | " | " | " | 1-2 | 2-0 | 0 | 30.44 | 69 | 68 | 65 | 70 | " | alt. | 6 | | | |
| 10 | 1 | 0 | " | N. 1/2 S. | S. by E. | 1-2 | 2-2 | 0 | 30.44 | 69 | 68 | 65 | 70 | " | " | 6 | | | |
| 11 | 1 | 5 | " | N. 1/4 E. 1/4 W. | S. by E. | 1-2 | 2-2 | 0 | 30.44 | 69 | 67 | 64 | 70 | " | " | 9 | | | |
| Mid. | 1 | 8 | " | N. by E. | " | 2-3 | 2-2 | 0 | 30.44 | 69 | 67 | 64 | 70 | " | " | 9 | | | |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear. Calm to variable light air first hour then light air and breeze from S. by E. At 12.20 took in all sail except jib and topsails and braced abt. At 1.30 made all plain sail to royals except mainsail and main trysail. Under this sail at end of watch. Lower Sixth (p.c.). Two emeralds. Distilling with fire under boiler B. Apprentices at the wheel. Clouds passing from S. and E.

From 4 to 8 A. M.

J. H. Purcell
Lieutenant U. S. N.

Clear and pleasant. Light air from S. by E. Barometer rising. Under all plain sail to royals with mainsail hoisted up, fore hauled on jib tack. Evaporating with fire under boiler B. Apprentices at the wheel.

From 8 A. M. to Noon.

Roger Wells, Jr.
Ensign U. S. N.

Clear and warm. Light air to light breeze from S. by E. to S. by N. At 9.30 mustered and inspected at quarters. At 9.45 called all hands reef topsails and resumed apprentices in reefing and passing reef earnings until 10.45 when made all sail to royals and set mainsail single reefed. From 10.55 to 11.45 had instruction as follows: 1st watch, mauling spikes, sailmaking and signals; 3rd watch, sails and spars. At end of watch under all plain sail to royals, except single reef in mainsail, heading N. by E. At 9 o'clock changed course from South to S. by N. Banked fire in boiler B. Distilling.

Temperature of magazine 65° forward, 68° aft.

N. A. Colman
Ensign U. S. N.

From Noon to 4 P. M.

Clear, warm and pleasant. Light air and breeze from S. by N. hauling to S. by N. Lower S. by N. (p.c.) Steering full and by on jib tack under same sail as in previous watch. At 1 o'clock sighted steamer ahead standing to the S. and N. Made our number to her, International Code S. S. D. Steam hoisted Howogaw colors: then our limited International signal "B. R. N." (Will you forward my mail), but received no reply. At 2 P. M. hauled down signal and colors and at 2.15 the steamer hoisted same signal, which we were unable to read on account of distance. At 2 P. M. sent out clean hammocks to apprentices, shifted duty hammocks and scrubbed them and duty bags. Distilling with banked fire under boiler B. Hauled in P. S. by N. at 1.30 reading 3.6 miles.

W. R. Caperton
Lieutenant U. S. N.

From 4 to 8 P. M.

Light air to light breeze from S. by N. and calm. Fair and pleasant. Smooth sea. At 4.30 hauled up mainsail. At end of watch under all plain sail to royals except mainsail. Pull and by on jib tack. Evaporating with banked fire under boiler B. Apprentices at the wheel.

G. R. Black
Lieutenant U. S. N.

From 8 P. M. to Midnight.

Light air to gentle breeze from S. by N. to South. Clear. Smooth sea. Lower S. by N. Pull and by, jib tack under all plain sail to royals except main trysail and mainsail. Distilling with fire under boiler B. Apprentices at the wheel. Clouds passing from the S. and E.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy,
Lieutenant U. S. N., Navigator.

Making passage from Newport R.I. to Charleston S.C.

| | | | | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky in 100ths. | State of the Sea. |
|-------|--------|---------|------------------------------|--|-----------------------------------|--------|------------------------|-----------|----------------------|----------------|-------------------|-------------------|----------------------|-----------|---|-----------------------------------|-------------------------------------|----------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | | Direction by Standard Compass. | Force. | Heed. | Leaving. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 0 | | Obt. | S. S. W. | 1-2 | 3 | 1/2 30.45 | 68 | 67 | 64 | 70 | b. c. | cir. cum. | 4 | S. | | |
| 2 | 3 | 0 | 3.6 | Ob. by A. | S. W. by S. | 2-3 | 4 | 1/2 30.45 | 68 | 67 | 64 | 70 | " | strat. | 7 | " | | |
| 3 | 3 | 0 | 6.4 | Ob. by A. | " | 2-3 | 4 | 1/2 30.44 | 68 | 67 | 64 | 70 | " | " | 6 | " | | |
| 4 | 2 | 6 | 9.0 | " | " | 2-3 | 5 | 1/2 30.43 | 68 | 67 | 64 | 70 | " | " | 7 | " | | |
| 5 | 0 | 8 | 10.7 | S. S. E. 1/2 E. | S. W. | 2 | 4 | 0 30.41 | 68 | 67 | 64 | 70 | " | " | 6 | " | | |
| 6 | 1 | 0 | 11.0 | S. E. | Ob. by S. | 1-2 | 2 | 1/2 30.40 | 67 | 67 | 64 | 69 | " | " | 4 | " | | |
| 7 | 0 | 5 | 11.0 | French | Obt. | 1 | 2 | 1/2 30.41 | 67 | 67 | 64 | 69 | " | " | 9 | " | | |
| 8 | 1 | 5 | 11.0 | S. by E. | Ob. by S. | 1 | 2 | 1/2 30.42 | 68 | 68 | 64 | 69 | " | cum. | 7 | " | | |
| 9 | 1 | 6 | 11.5 | S. S. E. 1/2 E. | S. W. by N. | 1 | 2 | 1/2 30.44 | 68 | 69 | 64 | 69 | " | " | 6 | " | | |
| 10 | 3 | 0 | 13.5 | S. E. 1/2 E. | S. S. W. | 1-3 | 3 | 1/2 30.45 | 70 | 69 | 65 | 69 | " | cir. cum. | 9 | " | | |
| 11 | 3 | 0 | 16.0 | S. E. 1/4 E. | " | 2-3 | 4 | 1/2 30.46 | 70 | 69 | 65 | 69 | " | " | 9 | " | | |
| Noon. | 3 | 5 | 17.7 | S. E. 1/2 S. | S. W. by S. | 2-3 | 4 | 1/2 30.46 | 70 | 70 | 66 | 69 | " | " | 9 | " | | |

41. 2 Distance run by Log.

Course and distance made good since preceding noon by observations, S by E. 12 knots. 5 tenths.

| | | |
|---------------------|--|---------------|
| Position at Noon: | Latitude by D. R. | 29° 0' 45" N. |
| | Longitude by D. R. | 61° 0' 27" W. |
| | Latitude by observations 04° | 29° 0' 45" N. |
| | Longitude by chronometer from Forenoon Observations of 0 | 61° 0' 22" W. |
| Position at 8 A. M. | Latitude by D. R. from Noon. | 29° 0' 51" N. |
| | Longitude by observation 0 | 61° 0' 32" W. |
| Position at 8 P. M. | Latitude by D. R. from Noon | 29° 0' 30" N. |
| | Longitude by Chronometer from afternoon observation 0 | 61° 0' 15" W. |

Current during the time, 4 knots tenths per hour, setting to the East.

Error of the Compass by Azimuth 0 observed at , ship's head

Deviation of the Compass by Azimuth 0 observed at , ship's head

Error of the Compass by Azimuth 0 observed at , ship's head

Deviation of the Compass by Azimuth 0 observed at , ship's head

Water expended during the preceding 24 hours.

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

700 gallons.

880 "

540 "

tons 2160 lbs.

155 " 2150 "

| P. M. | Hour. | Knots. | Tenths. | COURSE STEERED by Standard Compass. | WIND. | Force. | Barometer. | Temperature. | State of the Weather. | Form of Clouds. | Force of Clear Sky. | State of the Sea. | | | | |
|-------|-------|--------|---------|-------------------------------------|------------|--------|------------|--------------|-----------------------|-----------------|---------------------|-------------------|-------|------------------|----|----|
| 1 | 3 | 5 | 21.2 | S.E. by S. | S.W. by N. | 3 | 2-2 | 1/2 30.46 | 70 | 72 | 66 | 72 | b. c. | cir. strat. | 9 | S. |
| 2 | 1 | 1 | 22.3 | " | " | 3 | 2-2 | 1/2 30.46 | 72 | 73 | 68 | 72 | " | " | 9 | " |
| 3 | 1 | 3 | 23.6 | French | Ob. by S. | 3 | 2-2 | 1/2 30.46 | 73 | 74 | 68 | 72 | b. | " | 10 | " |
| 4 | 2 | 1 | 25.7 | S.W. 1/2 N. | Ob. by N. | 2-3 | 2-2 | 1/2 30.46 | 72 | 74 | 68 | 72 | " | " | 10 | " |
| 5 | 2 | 2 | | S.W. by S. | Ob. by N. | 3 | 2-2 | 1/2 30.46 | 72 | 74 | 68 | 72 | b. c. | lat. cum. strat. | 9 | " |
| 6 | 2 | 5 | | " | " | 3 | 2-3 | 1/2 30.46 | 70 | 70 | 67 | 72 | " | cir. cum. | 9 | " |
| 7 | 1 | 8 | | S. S. W. | Ob. by N. | 2 | 2-3 | 1/2 30.44 | 69 | 69 | 66 | 71 | " | " | 9 | " |
| 8 | 1 | 8 | | " | " | 2 | 2 | 1/2 30.44 | 68 | 68 | 66 | 71 | " | " | 7 | " |
| 9 | 1 | 6 | | S.W. | Obt. | 2 | 2 | 1/2 30.42 | 69 | 69 | 66 | 71 | " | " | 9 | " |
| 10 | 1 | 8 | | " | " | 2 | 2 | 1/2 30.42 | 69 | 69 | 66 | 71 | " | " | 7 | " |
| 11 | 2 | 5 | | " | " | 2-3 | 2 | 1/2 30.40 | 69 | 69 | 66 | 71 | " | " | 6 | " |
| Mid. | 2 | 9 | 26.9 | " | " | 2-3 | 2 | 1/2 30.40 | 69 | 69 | 66 | 71 | " | " | 6 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy but pleasant. Light air from S.W. to gentle breeze from S.W. by S. Under all plain sail to royals with mainmast hauled up, steering by the wind on the port tack. Apprentices at wheel. At 2.08 put over Patent Log reading 36 Evaporating with backed fire under boiler B.

From 4 to 8 A.M.

Cloudy and pleasant. Light breeze to light air from S.W. to West. At 4.15 commenced to wear ship heading S.W. $\frac{1}{4}$ E and at 4.30 came by the wind on starboard tack heading S.W. $\frac{1}{4}$ E. At end of watch under all plain sail to royals except mainmast heading S.W. by E. Distilling with fire under boiler B.

R. J. Bellinger
Ensign U. S. N.

From 8 A.M. to Merid.

N. P. Coleman
Ensign U. S. N.

Clear and fine weather. Light air from S.W. by N. increasing to gentle breeze and backing to S.W., then hauling to S.W. by S. Temperature of magazine forward 68° after magazine left. Mustered at quarters at 9.30 and turned in scrubbed hammocks and bags. At 9.45 let main topsail. The apprentices were instructed as follows during the watch: 1st period, 9.45 till 10.30, Divisional drill at battery and under Division at Stations; 2nd period, 10.45 till 11.45, 1st watch had sails and spar; 2nd watch had mainmast's seamanship, calk-making and signals. 3rd watch at the wheel steering ship during watch. Hauled in patent log several times during watch and found it foul with sea weed. A Board for the quarterly examination of apprentices was appointed by the Commanding Officer, consisting of Lieut. Condit, Lieut. Miller and Captain. Commenced by S.W. (p.e.) Ship steering "full and by" on starboard tack. Under all plain sail to royals and main topsail, except mainmast, at end of watch. Distilling with backed fire under boiler B. Tested magazine flask, corks and valves and found them in working order.

W. J. Paperton
Lieutenant U. S. N.

From Merid. to 4 P.M.

Gentle to light breeze from S.W. by N. to N. by N. Clear, warm and pleasant. Smooth sea. At 1.15 called all hands and exercised at tacking ship, watch officers in charge. Failed three times and succeeded twice. Finished exercise and brought ship by the wind on starboard tack at 2.30. Hauled in patent log at 1.15 reading 22.3 and put it over at 2.35. At 1.10 took in main topsail and set the mainmast, single reef. After 2.50 all hands engaged scrubbing bags, hammocks, covers, etc. At end of watch under all plain sail to royals except a single reef in mainmast. Distilling with fire backed under boiler B. Apprentices at the wheel.

R. J. Bellinger
Lieutenant U. S. N.

From 4 to 8 P.M.

Light to gentle breeze from N. by N. and N. by N. Clear, smooth sea. Commenced S.W. by N. all plain sail to royals except main topsail, single reef in mainmast. Distilling with fire under boiler B. Apprentices at the wheel.

J. B. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Cloudy but pleasant. Light to gentle breeze from West. Barometer falling slowly. Under all plain sail to royals with single reef in mainmast, on starboard tack. Apprentices at wheel. Evaporating with backed fire in boiler B. At 11 put over patent log reading 25.7.

Examined and found to be correct.

R. J. Bellinger
Ensign U. S. N.J. B. Merton,
Lieutenant U. S. N. Kingston

Making passage from Newport R.I. to Charleston S.C.

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | State of the Weather, by symbols. | | Forms of Clouds, by symbols. | | Pres. of Clear Sky, in 10ths. | | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------|----------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|------|-----------------------------------|---|------------------------------|--|-------------------------------|--|-------------------|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | Direction by Standard Compass. | | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 4 | 2 | 31.1 | S. 3/4 E. 1/2 E. | N. by E. | 3 | 2 | 1/2 | 30.40 | 69 | 69 | 66 | 72 | b.c. | air calm | 6 | 5 | | | | | |
| 2 | 4 | 3 | 35.4 | " | " | 3 | 2 | 1/2 | 30.40 | 69 | 69 | 66 | 72 | " | " | 7 | " | | | | | |
| 3 | 3 | 4 | 35.4 | S. 3/4 E. by E. | " | 3 | 2 | 1/2 | 30.40 | 69 | 68 | 65 | 72 | " | " | 7 | " | | | | | |
| 4 | 4 | 2 | 35.9 | " | " | 3 | 2 | 1/2 | 30.40 | 69 | 68 | 64 | 72 | " | " | 7 | " | | | | | |
| 5 | 4 | 2 | 35.9 | S. 3/4 E. 3/4 S. | N. by E. | 3 | 3 | 1/2 | 30.40 | 68 | 68 | 65 | 72 | " | " | 7 | " | | | | | |
| 6 | 3 | 4 | 37.0 | S. 3/4 E. 1/2 S. | " | 3 | 3 | 1/2 | 30.40 | 68 | 68 | 65 | 72 | " | air calm | 7 | " | | | | | |
| 7 | 3 | 0 | | S. 3/4 E. 1/4 S. | " | 3 | 3 | 1/2 | 30.38 | 68 | 68 | 66 | 72 | " | air calm | 6 | " | | | | | |
| 8 | 2 | 4 | 38.3 | " | " | 2 | 3 | 1/2 | 30.38 | 69 | 69 | 66 | 71 | " | " | 8 | " | | | | | |
| 9 | 2 | 8 | | S. 3/4 E. 1/2 E. | N. by E. | 2-3 | 3 | 1/2 | 30.40 | 70 | 70 | 67 | 71 | " | " | 7 | " | | | | | |
| 10 | 1 | 5 | | S. 3/4 E. 1/4 E. | " | 2 | 3 | 1/2 | 30.42 | 71 | 70 | 67 | 72 | " | " | 5 | " | | | | | |
| 11 | 2 | 6 | | S. 3/4 E. by E. | N. by E. | 2 | 3 | 1/2 | 30.43 | 72 | 70 | 67 | 72 | " | " | 8 | " | | | | | |
| Noon. | 2 | 7 | | S. 3/4 E. 1/2 S. | N. by E. | 2 | 3 | 1/2 | 30.44 | 72 | 70 | 67 | 72 | " | air calm | 9 | " | | | | | |

63. Distance run by Log.

Course and distance made good since preceding noon by observations, S. 12° E.

59 knots. tenths.

| | | |
|---------------------|---|--------------|
| Position at Noon: | Latitude by D. R. | 28° 50' N. " |
| | Longitude by D. R. | 61° 36' W. " |
| | Latitude by observations of ☉ | 28° 48' N. " |
| Position at 3 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 61° 35' W. " |
| | Latitude by D. R. from Noon | 28° 56' N. " |
| | Longitude by observation of ☉ | 61° 27' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 28° 56' N. " |
| | Longitude by chronometer from Afternoon Observations of ☉ | 61° 51' W. " |

Current during the time, 2 knots tenths per hour, setting to the S 12° E.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S 3/4 E. 1/2 S.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head "

Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head S 3/4 E. 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

*Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

7 25 E.

2 08 E.

7° 38 E.

1° 58 E.

940 gallons.

1000 "

600 "

1 tons 640 lbs.

154 " 1510 "

variation used, 7° 00' E.

variation used, 7° 00' E.

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | State of the Weather, by symbols. | Force of Winds, by symbols. | Form of Clouds, by symbols. | Pres. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|----------|--------|-------|---------|-------------------|-------------|----------------|----------------|-----------------|-----------------------------------|-----------------------------|-----------------------------|-------------------------------|-------------------|
| 1 | 3 | 5 | Hour in | S 3/4 E. 1/2 S. | N. by E. | 3 | 3 | 1/2 | 30.42 | 72 | 70 | 69 | 72 | b.c. | air calm | 5 | 5 | |
| 2 | 3 | 6 | " | S 3/4 E. 1/4 S. | " | 3 | 3 | 1/2 | 30.42 | 72 | 70 | 69 | 72 | " | " | 6 | " | |
| 3 | 3 | 4 | " | " | " | 3 | 3 | 1/2 | 30.40 | 73 | 71 | 70 | 72 | " | " | 6 | " | |
| 4 | 3 | 6 | " | S 3/4 E. 1/2 E. | N. by E. | 3 | 3 | 1/2 | 30.40 | 72 | 71 | 70 | 72 | " | " | 6 | " | |
| 5 | 3 | 0 | " | S 3/4 E. by E. | " | 3 | 3 | 1/2 | 30.40 | 73 | 75 | 70 | 73 | " | " | 6 | " | |
| 6 | 3 | 0 | " | " | " | 3 | 3 | 1/2 | 30.40 | 71 | 72 | 69 | 73 | " | air calm | 7 | " | |
| 7 | 3 | 0 | " | " | " | 3 | 3 | 1/2 | 30.40 | 71 | 71 | 67 | 73 | " | air calm | 7 | " | |
| 8 | 3 | 0 | " | " | " | 3 | 3 | 1/2 | 30.40 | 71 | 71 | 67 | 73 | " | " | 4 | " | |
| 9 | 2 | 7 | " | " | N. by E. | 3-2 | 3 | 1/2 | 30.40 | 70 | 70 | 66 | 73 | " | air calm | 7 | " | |
| 10 | 1 | 7 | " | " | " | 2-1 | 3 | 1/2 | 30.40 | 70 | 70 | 67 | 73 | " | " | 7 | " | |
| 11 | 1 | 3 | " | " | " | 2-1 | 3 | 1/2 | 30.40 | 70 | 70 | 67 | 74 | " | " | 4 | " | |
| Mid. | 1 | 3 | " | " | " | 1 | 3 | 1/2 | 30.40 | 70 | 69 | 67 | 72 | " | air calm | 6 | " | |

33

4-100

Commander F. H. Dickens
Wednesday, March 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy and pleasant. Bright moonlight. Gentle breeze from N. & N. Smooth sea. Barometer steady. At 3 o'clock hauled in patent log and found it full, cleared it and put it on again reading 35.4. At end of watch under all plain sail to royals except single reef in mainmast heading S.W. by E. Distilling with banked fires under boilers B.

From 4 to 8 A. M.

Clear, warm and pleasant weather. Gentle to light breeze from N. & N. by W. Hauling to N. & N. Course S.W. by W. (p.e.). Ship steering full and by W. starboard tack, under same sail as in previous watch. Cleared patent log of red wood several times during watch. Distilling with banked fires under boilers B. Sea smooth.

N. F. Robinson
Ensign U. S. N.

From 8 A. M. to Merid.

Gentle breeze from N.W. to N. & N. by W. Fair and pleasant. Smooth sea. Mustered crew at quarters at 9.30 and turned in clean hammocks and bays. From 9.35 to 10.30 exercised all hands at general sail drill, reefing topsails and courses and making sail. Took in and set topgallant sails and royals three times, took two single reefs in topsails and a single reef in the courses. Afterward took up the reef and made all plain sail to royals, except a single reef in the mainmast. During second period, from 10.45 to 11.45, the second watch not instructed in sails and spars and the third watch in mainmast, sailmaking and signals. Hauled in patent log at 10.40 reading 38.3. Distilling with fires banked under boilers B. Apprentices at the wheel. Temperature of forward magazine 69° after magazine 67°.

W. H. Caperton
Lieutenant U. S. N.

From Merid. to 4 P. M.

Gentle breeze from N.W. by W. to N.W. Clear and pleasant, thickening slightly to windward towards close. From 1.15 to 2.15 exercised 1st watch at mainmast, sailmaking and signals, 3rd watch at sails and spars. From 2.30 to 3.15 exercised 1st watch and 3rd watch in gunnery. From 3.30 to 4.00 exercised 1st watch at gymnastics and 3rd watch at helms, lead and log. At close of watch under plain sail, with single reef in mainmast, on course S.W. by W. Distilling from boilers B. At 4.30 sail reported from mainmast to S.E., not made out.

G. R. Cross
Lieutenant U. S. N.

From 4 to 8 P. M.

Cloudy, but pleasant. Gentle breeze from N.W. Barometer steady. Long swell from S.E. At 6.15 took in royals and flying jib. At end of watch under plain sail to topgallant sails, with single reef in mainmast, making course S.W. by W. (p.e.). Apprentices at wheel. Experiments with banked fires under boilers B.

Montgomery W. Taylor
Ensign U. S. N.

From 8 P. M. to End.

Cloudy and pleasant. Bright moonlight. Gentle breeze to light air from N.W. by E. Barometer steady. Smooth sea. At 10.30 took in mainmast and spunker as there was not wind enough to keep them full. At end of watch under all plain sail to topgallant sails, except mainmast and spunker, heading S.W. by W. Distilling with banked fires in boilers B.

N. D. Colman
Ensign U. S. N.

Examined and found to be correct.

J. B. Moillon
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R.I. to Charleston S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Lowest. | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Fog, if Obs'd. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-----|--------|-------|---------|-------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|----------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 1 | 8 | Round in | S. by W. | N. by W. | 2 | 0 | 1/4 | 30.39 | 70 | 69 | 67 | 72 | b.c. | cir. cum. elev. | 6 | 2 |
| 2 | 2 | 0 | " | " | " | 2 | 0 | 1/4 | 30.40 | 70 | 69 | 67 | 72 | " | " | 7 | " |
| 3 | 1 | 2 | " | " | " | 2 | 0 | 1/4 | 30.41 | 70 | 69 | 67 | 72 | " | " | 7 | " |
| 4 | 0 | 6 | " | " | " | 0-1 | 0 | 1/4 | 30.40 | 70 | 69 | 67 | 72 | " | " | 6 | " |
| 5 | 0 | 0 | " | No steerage way | Calow | 0 | 0 | 0 | 30.38 | 70 | 69 | 67 | 71 | " | " | 4 | 2 |
| 6 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.35 | 70 | 69 | 67 | 72 | " | " | 5 | " |
| 7 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.34 | 70 | 69 | 67 | 73 | " | " | 5 | " |
| 8 | 0 | 5 | " | Chet. | North | 0-1 | 0 | 0 | 30.35 | 73 | 69 | 67 | 73 | " | air. | 5 | " |
| 9 | 0 | 3 | " | Ch. N. E. | South | 0-1 | 2-3 | 0 | 30.37 | 73 | 71 | 68 | 74 | " | circ. cum. elev. | 9 | " |
| 10 | 0 | 3 | " | N. E. | " | 0-1 | 2-3 | 0 | 30.40 | 73 | 71 | 69 | 74 | " | " | 9 | " |
| 11 | 0 | 3 | " | N. E. by W. | S. E. | 0-1 | 2-3 | 0 | 30.40 | 73 | 72 | 69 | 74 | " | " | 8 | " |
| Noon. | 0 | 5 | " | South | Chet. | 0-1 | 10-15 | 0 | 30.40 | 73 | 72 | 69 | 74 | " | " | 8 | " |

40.5 Distance run by Log.

Course and distance made good since preceding noon by observations, $S 32^{\circ} E$.

36 knots. tenths.

Position at Noon: Latitude by D. R. $28^{\circ} 18' N.$
 Longitude by D. R. $62^{\circ} 01' W.$
 Latitude by observations of \odot $28^{\circ} 18' N.$
 Longitude by chronometer from Forenoon Observations of \odot $61^{\circ} 52' W.$

Position at 8 A. M. Latitude by D. R. from Noon $28^{\circ} 16' N.$
 Longitude by observation \odot $61^{\circ} 52' W.$

Position at 8 P. M. Latitude by D. R. from Noon $27^{\circ} 04' N.$
 Longitude by Chronometer from Afternoon observations $61^{\circ} 59' W.$

Current during the time, 8 knots tenths per hour, setting to the East.

Error of the Compass by Azimuth \odot observed at 8 A. M., ship's head $E. 1/4 S.$ $6^{\circ} 53' W.$ Deviation of the Compass by Azimuth \odot observed at 8 A. M., ship's head $E.$ $3^{\circ} 23' W.$ variation used, $7^{\circ} 00' W.$ Error of the Compass by Azimuth \odot observed at 4 P. M., ship's head $S. by E. 1/2 E.$ $6^{\circ} 37' W.$ Deviation of the Compass by Azimuth \odot observed at 4 P. M., ship's head $E.$ $0^{\circ} 07' W.$ variation used, $7^{\circ} 00' W.$

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

640 "

Water remaining on hand fit for use at Noon,

840 "

Coal consumed during the preceding 24 hours,

1 tons 80 lbs.

Coal remaining on hand at Noon,

153 - 1430 "

| P. M. | | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Lowsy. | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Fog, if Obs'd. | State of the Sea. |
|-------|---|--------|----------|------------------------|--------------------------------------|--------------------------------|--------|--------|-------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|----------------|-------------------|
| | | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | | | |
| 1 | 2 | 5 | Round in | S. E. E. | Chet. | 1 2 | 1/2 | 30.39 | 73 | 72 | 69 | 74 | b.c. | circ. cum. elev. | 5 | 2 |
| 2 | 4 | 0 | " | " | " | 2-3 2-4 | 1/2 | 30.38 | 73 | 74 | 70 | 74 | b.c.p. | circ. cum. elev. | 5 | " |
| 3 | 4 | 6 | 58.3 | " | Ch. by N. | 3-4 4 | 1/2 | 30.38 | 73 | 75 | 70 | 74 | b.c. | circ. cum. elev. | 6 | " |
| 4 | 4 | 6 | 43.9 | " | " | 3 4 | 1/2 | 30.37 | 73 | 76 | 71 | 74 | " | ch. cum. | 8 | " |
| 5 | 3 | 3 | 47.2 | S. E. by E. 1/2 E. | Chet. | 3 4 | 1/2 | 30.34 | 73 | 74 | 69 | 74 | " | " | 9 | 2 |
| 6 | 4 | 2 | 51.4 | S. E. E. | Ch. by E. | 3 4 | 1/2 | 30.34 | 72 | 73 | 68 | 74 | " | " | 9 | " |
| 7 | 3 | 8 | 56.2 | S. E. | N. E. by E. | 3 4 | 1/2 | 30.32 | 71 | 72 | 67 | 74 | " | circ. cum. elev. | 7 | " |
| 8 | 3 | 3 | 63.5 | " | " | 3 4 | 1/2 | 30.30 | 71 | 72 | 67 | 74 | " | " | 7 | " |
| 9 | 3 | 4 | 62.1 | S. E. 1/2 E. | " | 3 4-7 | 1/2 | 30.30 | 71 | 71 | 68 | 74 | " | " | 7 | 2 |
| 10 | 3 | 6 | 66.7 | S. E. by E. | N. E. by E. | 3 4-7 | 1/2 | 30.30 | 71 | 71 | 69 | 74 | " | " | 7 | " |
| 11 | 3 | 8 | 69.5 | S. E. by E. 1/2 E. | " | 3 4-7 | 1/2 | 30.33 | 71 | 71 | 68 | 74 | " | " | 7 | " |
| Mid. | 3 | 4 | 72.9 | Ch. S. E. | " | 3 4-7 | 1/2 | 30.33 | 71 | 71 | 68 | 74 | " | " | 5 | " |

Commander F. W. Dickens
Thursday, March 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair and pleasant. Light air and breeze from N.W. by N. Clouds passing over from N.W. and S.W. Ship on course S.W. by W. (pc) under jib, for topmast staysail, foresail, topgallant and topgallant sails, with barely steersway last hour. Long swell from N.W. to which ship rolled easily and constantly. Distilling with banked fires under boiler B.

W. H. Caperton.

From 4 to 8 A.M.

Calms warm and pleasant. Long swell from N.W. to steersway. Under same sail as in preceding watch. Distilling with fires banked under boiler B. Apprentices at the wheel.

Lieutenant W. F. A.

From 8 A.M. to 12 P.M.

Clear and clear. Long swell from N.W. Calms to light air from South and S.W. hauling to West at end of watch. At 9.00 oil sprayer and changed course to West. Temperature of magazine, forward 70°, aft 70°. At 9.30 mustered at quarters for inspection and drilled as follows: 9.45 to 10.30, First watch, infantry: Band watch, pistol. 10.45 to 11.45, First watch, pistol: Band watch, infantry. At 11.15 under all to South, heading S. by W. on starboard tack. At 11.45 set royals, flying jib and mainsail. At close of watch on starboard tack, by the wind under plain sail, with single reef in mainsail. Distilling with banked fires under boiler B. Course West.

J. R. Black.

Lieutenant W. F. A.

From 12 M. to 4 P.M.

Cloudy but pleasant. Light air from West to gentle breeze from W. by N. Barometer falling. First watch drilled in Broadwound from 1.15 to 2.00 and Infantry 2.15 to 3.00, the Second watch in Infantry from 1.15 to 2.00 and Pistol from 2.15 to 3.00, and all watches drilled at Arm and Away all Boats at 3.15. Under all plain sail to royals with a single reef in mainsail by the wind on the starboard tack. Put over patent log at 3.00 reading 38°. Engineroom with banked fires under boiler B. Apprentices at wheel.

H. Thompson, Jr., Engineer

Engineer W. F. A.

From 4 to 8 P.M.

Cloudy and pleasant. Gentle breeze from West to N.W. by N. Sea smooth. At 6 o'clock fouled royals, sent down royal yards and stowed flying jib. At end of watch under all plain sail to Bugallant sails, close hauled on starboard tack, heading S.W. Course West. Distilling with banked fires under boiler B.

Roger Cheller Jr.

Engineer W. F. A.

From 8 P.M. to Midnight

Fair cool and pleasant. Gentle breeze from N.W. by N. hauling to N.W. by N. Bright moonlight obscured at times by passing clouds from N.W. Ship rolling easily to long swell from N.W. Course West (pc) Ship steering full and by on starboard tack under plain sail to topgallant sails, except single reef in mainsail. Distilling with banked fires under boiler B.

H. D. Colman

Engineer W. F. A.

W. H. Caperton,
Lieutenant W. F. A.

J. B. Moillon,
Lieutenant W. F. A.

Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R.I. to Charleston S.C.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. | | |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|----------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Head. | Lowest. | Height in inches. | Ther. air & d. | Air, Dry Bulb. | | | | | Air, Wet Bulb. | Water at Surface. |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 8 | 1 | 76.0 | S. by E. 1/2 E. | S. by E. | 3 | 47 | 1/2 | 30.33 | 71 | 71 | 68 | 74 | b.c. | circum. | 8 | 5. |
| 2 | 2 | 8 | 78.8 | S. by E. 1/2 E. | " | 2 | 47 | 1/2 | 30.32 | 71 | 71 | 68 | 73 | " | " | 6 | " |
| 3 | 3 | 0 | 81.1 | E. by S. | S. by E. | 2-3 | 47 | 1/2 | 30.32 | 71 | 71 | 68 | 73 | " | " | 6 | " |
| 4 | 4 | 3 | 85.4 | E. 1/4 S. | S. by E. | 2-3 | 47 | 1/2 | 30.32 | 71 | 71 | 68 | 73 | " | " | 6 | " |
| 5 | 2 | 6 | 87.6 | E. 1/4 S. | " | 2 | 5 | 1/2 | 30.32 | 71 | 71 | 68 | 74 | " | " | 6 | S. |
| 6 | 3 | 6 | 88.2 | E. 1/2 S. | North | 2-3 | 5 | 1/2 | 30.32 | 71 | 70 | 68 | 74 | " | " | 6 | " |
| 7 | 3 | 0 | " | " | " | 2-3 | 5 | 1/2 | 30.32 | 71 | 70 | 68 | 74 | " | circum. | 7 | " |
| 8 | 1 | 6 | " | " | S. by E. | 1 | 5 | 1/2 | 30.33 | 71 | 71 | 68 | 74 | " | " | 8 | " |
| 9 | 2 | 0 | " | " | North | 2 | 0 | 1/2 | 30.35 | 72 | 71 | 69 | 74 | " | " | 7 | " |
| 10 | 1 | 5 | " | " | " | 2 | 0 | 1/2 | 30.37 | 72 | 71 | 69 | 74 | " | " | 7 | " |
| 11 | 0 | 8 | " | " | " | 0-1 | 0 | 1/2 | 30.39 | 73 | 72 | 70 | 74 | " | " | 6 | " |
| Noon. | 0 | 5 | " | " | " | 0-1 | 0 | 6 | 30.40 | 75 | 73 | 70 | 74 | " | " | 7 | " |

73. 2 Distance run by log.

Course and distance made good since preceding noon by observations, S. 36° E.

64 knots. tenths.

Position at Noon: Latitude by D. R. 27° 02' N. "
 Longitude by D. R. 62° 03' E. "
 Latitude by observations of ☉ 27° 02' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 62° 03' E. "

Position at 8 A. M. Latitude by D. R. from Noon 27° 02' N. "
 Longitude by Observation 62° 03' E. "

Position at 8 P. M. Latitude by D. R. from Noon 27° 02' N. "
 Longitude by Chronometer from afternoon observations 62° 03' E. "

Current during the time, 4 knots tenths per hour, setting to the S. 42° E.

Error of the Compass by Azimuth ☉ observed at ship's head 0

Deviation of the Compass by Azimuth ☉ observed at ship's head variation used, 0

Error of the Compass by Azimuth ☉ observed at ship's head variation used, 0

Deviation of the Compass by Azimuth ☉ observed at ship's head variation used, 0

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 580

Water remaining on hand fit for use at Noon, 1320

Coal consumed during the preceding 24 hours, 1 tons — lbs.

Coal remaining on hand at Noon, 152 " 1430 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|---------|---------------|-------------|-----|-----|-----------|----|----|----|----|------|-------------|----|-----|--|
| 1 | 0 | 5 | East in | Ch. S. W. | S. W. by W. | 2 | 2 | 1/2 30.40 | 75 | 74 | 70 | 75 | b.c. | circ. dist. | 7 | 5 | |
| 2 | 0 | 5 | " | " | " | 2 | 2 | 1/2 30.40 | 75 | 74 | 70 | 75 | " | " | 7 | " | |
| 3 | 2 | 3 | " | Ch. by S. | S. by Ch. | 2-3 | 2 | 1/2 30.40 | 75 | 74 | 70 | 75 | " | " | 7 | " | |
| 4 | 2 | 1 | " | Dist. | South | 3 | 2 | 1/2 30.40 | 74 | 73 | 70 | 75 | " | " | 4 | " | |
| 5 | 2 | 4 | " | " | " | 2-3 | 3 | 1/2 30.40 | 73 | 72 | 69 | 75 | " | circum. | 6 | Ch. | |
| 6 | 1 | 6 | " | " | " | 2 | 3 | 1/2 30.39 | 72 | 72 | 69 | 75 | " | " | 4 | " | |
| 7 | 0 | 5 | " | " | " | 1 | 3-6 | 1/2 30.38 | 72 | 72 | 69 | 75 | " | " | 6 | " | |
| 8 | 0 | 5 | " | " | " | 0-1 | 3-6 | 1/2 30.38 | 72 | 72 | 69 | 75 | " | " | 8 | " | |
| 9 | 0 | 5 | " | " | " | 0-1 | 0 | 1 30.35 | 72 | 72 | 69 | 75 | " | " | 9 | " | |
| 10 | 0 | 0 | " | No draughtway | Calms. | 0 | 0 | 0 30.35 | 71 | 72 | 69 | 75 | b. | none | 10 | " | |
| 11 | 0 | 0 | " | " | " | 0 | 0 | 0 30.34 | 71 | 72 | 69 | 75 | " | " | 10 | " | |
| Mid. | 0 | 0 | " | " | " | 0 | 0 | 0 30.34 | 71 | 72 | 69 | 75 | " | " | 10 | " | |

under the command of

Commander F. W. Dickens
Friday, March 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light to gentle breeze from N. by N. to N. by E. Fair and pleasant. Bright moonlight. Long swell from N. and N.W. Passed numerous patches of sea weed. Tull and by on starboard tack, under all plain sail to topgallant sails, except a single reef in the mainsail. Distilling with fires banked under boiler B. Apprentices at the wheel.

Geo. R. O'Connell
Lieutenant U. S. N.

From 4 to 8 A.M.

Light air to gentle breeze from N. by W. North and N. by E. Clear and pleasant. Cloudy at sunrise but clearing after. At 6.45 covered royal yards and set royals and flying jib. Hauled in patent log at 5.00, reading 87.6, owing to end of fouling. Passed many patches of weed. At close of watch on course N.W. under plain sail with single reef in mainsail. Distilling with banked fires under boiler B.

W. H. Thompson, W. H. Thompson
Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy and warm. Light air and breeze from North to calm. Barometer rising. At 9.00 mustered at quarters. At 9.45 had general quarters, the Divisions reporting as follows: Powder Division 1 min. 20 sec.; Engineers Division in 1 min. 40 sec.; after Powder Division 1 min. 50 sec.; Navigator's Division, 3 min. 5 sec.; 3rd Division 3 min. 5 sec.; 1st Division 3 min. 10 sec. and 2nd Division in 3 min. 20 sec. At 10.25 when securing, the Divisions reported as follows: the 2nd Division in 2 min. 10 sec.; the 3rd Division in 2 min. 20 sec.; the Navigator's Division in 3 min. 10 sec.; the after Powder Division in 3 min. 20 sec.; the 1st Division in 4 min. 40 sec. and the Forward Powder Division in 4 min. 40 sec. At 10.34 rang fire bell, the Divisions reporting water as follows: Navigator's Division in 15 sec.; Engineers Division in 1 min. 45 sec.; Powder Division in 2 min. 15 sec.; 3rd Division in 2 min. 45 sec.; 1st Division in 2 min. 45 sec.; and 2nd Division in 2 min. 55 sec. At 10.30 hauled up courses and at 11.00 hauled down flying jib and for topmast staysail and spiker. At end of watch under royals, topgallant sails, topsails and jib. Course West. Distilling for ship's use with banked fires under boiler B. Apprentices at wheel. W. H. Murphy (Barber) reported the deprivation of salubrities. Temperature of magazines 72° found 71° aft.

Roger Chellis, Jr.
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Light air to gentle breeze from N.W. by N. to North. Had instructions for 1st and 2nd relief watches as follows: from 1.15 to 2.00, 2nd watch broad winds; 3rd watch, infantry; from 2.15 to 3.00, 2nd watch, infantry; 3rd watch broad winds; from 3.15 to 3.45 general exercises resupply topsails. At 2 p.m. set courses, flying jib, for topmast staysail and spiker. At 3.45 set main and mizzen topmast staysails. At end of watch under all plain sail to royals with main and mizzen topmast staysails, except single reef in mainsail, on course West. Distilling with banked fires in boiler B.

N. D. Colman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light air from North. Sea smooth. Moderate swell from N.W. At 6.00 hauled down topmast main and mizzen topmast staysails, took in royals and set down royal yards. Ship on her course West by N. under all plain sail to topgallant sails except a single reef in mainsail. Distilling with fires banked under boiler B. W. H. Murphy (Barber) was this day discharged from the Steam Service by reason of deprivation of salubrities. W. H. Caperton.

From 8 P.M. to Midnight.

Clear, clear and pleasant. Moderate swell from N.W. and N. Storm rose at 8.22. Took in the sparker at 8.50. Under same sail as at the end of preceding watch, except sparker. Distilling with fires banked under boiler B. Apprentices at the wheel.

Geo. R. O'Connell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R.I. to Charleston S.C.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | State of the Weather, by symbols. | | Forms of Clouds, by symbols. | | Prop. of Clear Sky, in 10ths. | | State of the Sea. | |
|-------|--------|---------|------------------------------|---|-----------------------------------|------------------------|-------|---------|----------------------|----------------|-------------------|-------------------|----------------------|------------|-----------------|--------------------------------------|-----|------------------------------------|--|----------------------------------|--|-------------------|--|
| Hour. | Knots. | Tenths. | Reading of Parent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Wind. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | | | | | |
| A. M. | 10 | 9 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | <i>Heard's</i> | <i>Ch. by S.</i> | <i>N. by W.</i> | 0-1 | 2 | 0 | 30.34 | 71 | 71 | 69 | 74 | <i>bc.</i> | <i>circum.</i> | 9 | 2. | | | | | | |
| 2 | 0 | 2 | " | <i>Chesl.</i> | " | 0-1 | 2 | 0 | 30.34 | 71 | 71 | 69 | 74 | " | " | 9 | " | | | | | | |
| 3 | 0 | 2 | " | " | " | 0-1 | 2-3 | 0 | 30.34 | 71 | 71 | 69 | 74 | " | " | 9 | " | | | | | | |
| 4 | 0 | 0 | " | <i>No steeringway</i> | <i>Calms</i> | 0 | 5-7 | 0 | 30.34 | 71 | 71 | 69 | 74 | " | " | 9 | " | | | | | | |
| 5 | 0 | 0 | " | " | " | 0 | 3 | 0 | 30.34 | 71 | 71 | 69 | 74 | " | " | 6 | 2.9 | | | | | | |
| 6 | 0 | 0 | " | " | " | 0 | 3 | 0 | 30.33 | 71 | 71 | 69 | 74 | " | " | 6 | " | | | | | | |
| 7 | 0 | 0 | " | " | " | 0 | 3 | 0 | 30.33 | 71 | 71 | 69 | 74 | " | " | 9 | " | | | | | | |
| 8 | 0 | 5 | " | <i>Ch. S.W.</i> | <i>N. N. W.</i> | 0-1 | 3 | 4 | 30.33 | 72 | 71 | 69 | 74 | " | " | 9 | " | | | | | | |
| 9 | 0 | 1 | " | <i>No steeringway</i> | <i>Calms</i> | 0 | 3 | 0 | 30.34 | 72 | 71 | 69 | 75 | " | <i>cum.</i> | 9 | " | | | | | | |
| 10 | 0 | 1 | " | <i>Chesl.</i> | <i>N. by W.</i> | 0-1 | 3 | 1/2 | 30.35 | 72 | 72 | 70 | 75 | " | <i>cumulat.</i> | 9 | " | | | | | | |
| 11 | 0 | 1 | " | " | " | 0-1 | 3 | 1/2 | 30.36 | 73 | 73 | 71 | 75 | " | <i>circum.</i> | 9 | " | | | | | | |
| Noon. | 0 | 3 | " | " | " | 0-1 | 3 | 1/2 | 30.37 | 74 | 74 | 71 | 75 | " | " | 9 | " | | | | | | |

12. 6 Distance run by log.

Course and distance made good since preceding noon by observations, *N 77° W.*

Position at Noon: { Latitude by D. R. *27° 02' N.*
 Longitude by D. R. *62° 05' W.*
 Latitude by observations of ☉ *27° 02' N.*
 Longitude by chronometer from Forenoon Observations of ☉ *62° 05' W.*

Position at 8 A. M. { Latitude by *D. R. from Noon*
 Longitude by *observations* *0*

Position at 8 P. M. { Latitude by *D. R. from Noon*
 Longitude by *Chronometer from Afternoon Observations* *0*

Current during the time, 11 knots tenths per hour, setting to the *N 22° W.*Error of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head, *Feb. 1. W.*Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *"*Error of the Compass by Azimuth ☉ observed at *4:30 P. M.*, ship's head *Feb. by Ch.*Deviation of the Compass by Azimuth ☉ observed at *4:30 P. M.*, ship's head *"*

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

23 knots. tenths.

*27° 02' N.**62° 05' W.*

| P. M. | Knots. | Tenths. | Reading of Parent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Wind. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Surf. at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------------|--|-----------------|--------|-------|---------|----------------------|----------------|-------------------|-------------------|----------------------|---|------------------------------------|----------------------------------|-------------------|
| 1 | 0 | 4 | <i>Beaufort's</i> | <i>Ch. S.W.</i> | <i>N. N. W.</i> | 0-1 | 0 | 0 | 30.36 | 74 | 74 | 71 | 75 | <i>bc.</i> | <i>circum.</i> | 9 | 2.9 |
| 2 | 0 | 5 | " | <i>Feb. by Ch.</i> | " | 0-1 | 0 | 0 | 30.34 | 73 | 73 | 71 | 75 | " | " | 9 | " |
| 3 | 0 | 4 | " | <i>S. S. W.</i> | " | 0-1 | 0 | 0 | 30.34 | 73 | 73 | 71 | 75 | " | " | 9 | " |
| 4 | 0 | 6 | " | <i>S. W.</i> | " | 0-1 | 0 | 0 | 30.32 | 73 | 73 | 71 | 75 | " | " | 9 | " |
| 5 | 0 | 6 | " | <i>Feb. by Ch.</i> | <i>N. W.</i> | 0-1 | 3-5 | 2 | 30.32 | 74 | 74 | 71 | 75 | <i>bc.</i> | <i>more</i> | 10 | 2. |
| 6 | 0 | 0 | " | <i>No steeringway</i> | <i>Calms</i> | 0 | 5-7 | 0 | 30.32 | 75 | 75 | 72 | 75 | " | " | 10 | " |
| 7 | 0 | 0 | " | " | " | 0 | 5-7 | 0 | 30.32 | 74 | 75 | 71 | 74 | " | " | 10 | " |
| 8 | 0 | 0 | " | " | " | 0 | 2-7 | 0 | 30.32 | 74 | 75 | 71 | 74 | " | " | 10 | " |
| 9 | 0 | 0 | " | " | " | 0 | 5-7 | 0 | 30.32 | 73 | 71 | 70 | 74 | <i>bc.</i> | <i>cum.</i> | 9 | " |
| 10 | 0 | 0 | " | " | " | 0 | 5-7 | 0 | 30.33 | 73 | 71 | 70 | 74 | " | " | 4 | " |
| 11 | 0 | 0 | " | " | " | 0 | 5-7 | 0 | 30.34 | 73 | 71 | 70 | 74 | " | " | 5 | " |
| Mid. | 0 | 2 | " | <i>Chesl.</i> | <i>S. S. W.</i> | 0-1 | 5-7 | 0 | 30.34 | 73 | 71 | 69 | 74 | " | <i>circum.</i> | 5 | " |

Commander F. O. Dickins
Saturday, March 24

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Bright moonlight. Calm to light air from S. by W. No steerageway last hour. Distilling with fires banked under boiler B. Under all plain sail to topgallant sails, except spanker and a single reef in mainsail.

From 4 to 8 A.M.

Generally clear and pleasant. Calm, light air from S. by W. last hour. Barometer steady. Under all plain sail to topgallant sails except spanker and a single reef in mainsail. Distilling with fires banked under boiler B. Apprentices at wheel.

Roger Welles Jr.
Ensign U. S. N.

From 8 A.M. to Noon

Clear and warm. Calm to light air from S. by W. Barometer rising. Crew and apprentices engaged holystoning decks, ladders and gratings and cleaning paint work. At 10.20 o'clock lowered life boat and allowed apprentices to go in bathing one batch at a time. At 10.50 hoisted life boat and stowed by hammocks. Called to quarters at 10.55 and inspected apprentices hammocks and had all bedding turned up to air. At end of watch under all plain sail to topgallant sails except spanker and a single reef in mainsail heading W. by S. Breeze West. Distilling with banked fires in boiler B. Temperature of magazines 72° forward, 74° aft.

N. P. Lockman
Ensign U. S. N.

From Noon to 4 P.M.

Clear, warm and pleasant. Calms and light air from S. by W. Breeze West (p.c.) Ship steering on starboard tack with barely steerageway. W. B. Murphy re-enlisted for three years as a Landman. Purchased clothing and small stores. Ship under same sail as in preceding watch. Distilling with banked fires under boiler B. Apprentices at the wheel during watch.

W. A. Caperton.
Lieutenant U. S. N.

From 4 to 8 P.M.

Calms, clear, warm and pleasant. Starlight last hour. Long swell from S. and S.W. At 5.45 hauled up courses to general chafe. Distilling with fires banked under boiler B. Apprentices at the wheel.

G. R. Dean
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Calm and no steerageway first three hours, light air from E. S. E. last half hour. Breeze rose at 9.15. Bright moonlight. At close of watch on courses West under topsails, topgallant sails, fore topmast stay sail and jib. Distilling with banked fires under boiler B. Long swell from S.W. and S. S. W.

Montgomery W. Taylor
Ensign U. S. N.

J. B. Moulton
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R.I. to Charleston S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Direction by Standard Compass. | Force. | Heel. | Leeway. | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction of Surface Current, by symbol. | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|-------------|--------------------------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|--|-------------------|-------------------|
| | | | | | | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at surface. |
| A. M. | 2 | 7 | | | | | | | | | | | | | | | | |
| 1 | 1 | 0 | <i>Read in</i> | <i>Wind.</i> | <i>S.E.</i> | | 1 | 0 | 0 | 30.32 | 72 | 71 | 69 | 74 | <i>bc.</i> | <i>cum.</i> | 5 | 2 |
| 2 | 1 | 0 | " | " | <i>S.E.</i> | | 1 | 0 | 0 | 30.32 | 71 | 71 | 69 | 74 | " | " | 7 | " |
| 3 | 0 | 6 | " | " | " | | 1 | 0 | 0 | 30.30 | 71 | 71 | 69 | 74 | " | " | 8 | " |
| 4 | 0 | 8 | " | " | <i>S.E.</i> | | 1 | 0 | 0 | 30.29 | 71 | 71 | 69 | 74 | <i>b.</i> | <i>nos.</i> | 10 | " |
| 5 | 1 | 2 | " | " | <i>S.E.</i> | | 1 | 0 | 0 | 30.29 | 71 | 71 | 68 | 74 | <i>bc.</i> | <i>cum.</i> | 9 | " |
| 6 | 1 | 6 | " | " | <i>S.E.</i> | | 1 | 0 | 0 | 30.29 | 71 | 71 | 68 | 74 | " | " | 7 | " |
| 7 | 1 | 9 | " | " | <i>S.E.</i> | | 1-2 | 0 | 0 | 30.31 | 71 | 71 | 69 | 73 | " | " | 8 | " |
| 8 | 2 | 0 | " | " | " | | 1-2 | 0 | 0 | 30.32 | 71 | 72 | 69 | 73 | " | <i>cum.</i> | 9 | " |
| 9 | 2 | 2 | " | " | " | | 2 | 7-10 | 0 | 30.34 | 73 | 73 | 70 | 73 | " | <i>strat.</i> | 9 | <i>S.</i> |
| 10 | 2 | 2 | " | " | " | | 2 | 2 | 0 | 30.35 | 74 | 73 | 70 | 74 | " | " | 8 | " |
| 11 | 2 | 4 | " | " | " | | 2 | 5-7 | 0 | 30.35 | 75 | 74 | 70 | 74 | " | " | 9 | " |
| Noon. | 2 | 4 | " | " | " | | 2 | 2-3 | 0 | 30.35 | 75 | 76 | 71 | 74 | " | " | 9 | " |

2 2 0 *Lietau* new by logCourse and distance made good since preceding noon by observations, *N 64° W.*

| | | |
|---------------------|--|-------------|
| Position at Noon: | Latitude by D. R. | 27 0 27.4 " |
| | Longitude by D. R. | 63 0 22.9 " |
| | Latitude by observations of ☉ | 27 0 42.4 " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 63 0 18.9 " |
| Position at 5 A. M. | Latitude by <i>D.R. from Noon</i> | 27 0 43.4 " |
| | Longitude by <i>Observation</i> ☉ | 63 0 07.4 " |
| Position at 5 P. M. | Latitude by <i>D.R. from Noon</i> | 27 0 33.4 " |
| | Longitude by <i>Chronometer from afternoon observation</i> ☉ | 63 0 43.9 " |

Current during the time, 15 knots tenths per hour, setting to the *N 13° E*Variation of the Compass by Azimuth ☉ observed at *8 A.M.*, ship's head *Ch. 1° 15' S.*Deviation of the Compass by Azimuth ☉ observed at *8 A.M.*, ship's head *..*Error of the Compass by Azimuth ☉ observed at *..*, ship's head *..*Deviation of the Compass by Azimuth ☉ observed at *..*, ship's head *..*

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

23 knots. tenths.

27 0 27.4 "

63 0 22.9 "

27 0 42.4 "

63 0 18.9 "

27 0 43.4 "

63 0 07.4 "

27 0 33.4 "

63 0 43.9 "

5 58.9 "

3 27.9 "

variation used, 6 00.9 "

0 0 0 "

variation used, 0 0 0 "

4 00 gallons.

865 "

22265 "

tons 2320 lbs.

150 - 1030 "

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|----------|-------|------|--|---|-----|---|-------|----|----|----|----|-----|------|---|----|
| P. M. | 1 | 6 | | | | | | | | | | | | | | | | |
| 1 | 0 | 9 | Heard in | Wind. | S.E. | | 3 | 2-4 | 0 | 30.35 | 75 | 76 | 71 | 74 | bc. | cum. | 6 | M. |
| 2 | 2 | 9 | " | " | " | | 3 | 2-4 | 0 | 30.35 | 75 | 76 | 71 | 74 | " | " | 6 | " |
| 3 | 3 | 0 | " | " | S.E. | | 3 | 2-4 | 0 | 30.35 | 74 | 75 | 71 | 74 | " | " | 4 | " |
| 4 | 2 | 8 | " | " | " | | 2 | 2-4 | 0 | 30.34 | 73 | 74 | 70 | 74 | " | " | 4 | " |
| 5 | 3 | 0 | " | " | " | | 2 | 2-4 | 0 | 30.34 | 73 | 74 | 70 | 74 | " | " | 4 | " |
| 6 | 3 | 1 | " | " | " | | 3 | 2-4 | 0 | 30.34 | 72 | 73 | 69 | 74 | " | str. | 6 | " |
| 7 | 3 | 5 | 89.1 | " | " | | 3 | 2-4 | 0 | 30.32 | 72 | 72 | 69 | 74 | " | " | 7 | " |
| 8 | 4 | 0 | 93.3 | " | " | | 3 | 2-4 | 0 | 30.31 | 72 | 71 | 69 | 74 | " | cum. | 8 | " |
| 9 | 4 | 3 | 97.6 | " | S.E. | | 3 | 2-3 | 0 | 30.32 | 72 | 72 | 68 | 73 | " | str. | 8 | " |
| 10 | 4 | 1 | 1.7 | " | " | | 3 | 2-3 | 0 | 30.32 | 72 | 72 | 68 | 73 | " | " | 8 | " |
| 11 | 4 | 4 | 6.1 | " | " | | 3 | 2-3 | 0 | 30.32 | 72 | 72 | 68 | 73 | " | " | 7 | " |
| Mid. | 4 | 0 | 10.1 | " | " | | 3 | 2-3 | 0 | 30.32 | 72 | 72 | 68 | 73 | " | " | 7 | " |

under the command of

Commander F. W. Dickins
Sunday, March 25

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Generally clear and pleasant. Light airs from E. S. E. to S. E. E. Barometer falling. Under topgallant sails, topmasts, jib and foretopmast staysail, on course West. Apprentices at wheel. Distilling with banked fires under boilers B.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Clear and warm. Light airs to light breeze from S. E. to E. S. E. At 5:15 sent up royal yards and set royals and courses. At end of watch under all plain sail to royals, except flying jib, spraker and single reef in mainmast, on course West. Distilling with banked fires in boilers B.

N. P. Lockman
Ensign U. S. N.

From 8 A. M. to Merid.

Clear, warm and pleasant. Light breeze from S. E. At 9:30 had preliminary inspection of divisions and at 9:45 the Captain inspected ship and crew at quarters. At 10:30 set spraker, main topsail and main and mizzen topmast staysails. At 10:45 sighted a two masted schooner bearing about N. by W., standing to the N. W. and E. D. Ship on course West (p. c.) and at end of watch under all plain sail to royals, main topsail, and main and mizzen topmast staysails except flying jib and single reefed mainmast. Apprentices at the wheel steering ship. Distilling with fires banked under boilers B. Temperature of magazines 72° forward, 73° aft.

W. H. Caperton.
Lieutenant U. S. N.

From Merid. to 4 P. M.

Gentle to light breeze from S. E. veering to S. S. E. Partly cloudy and pleasant. Under all sails from N. W. and W. By order of Commanding Officer changed course at 12:40 to West by South (N. by S.) per Standard. At 12:55 showed colors to schooner sighted in preceding watch but received no answer. At 2:40 passed a brigantine showing French colors, standing to the N. W. and E. D. Displayed our colors and made international signals C. B. J. B. and B. P. B. Received no reply. At 3:00 set flying jib. At end of watch under all sail except a single reef in the mainmast. Distilling with fires banked under boilers B. Apprentices at the wheel.

Geo. R. Walsh
Lieutenant U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Gentle breeze from S. S. E. At 6:40 put on patent log reading 87.6. Bright starlight last part. At close of watch under plain sail to royals, fore, main and mizzen topmast staysails and main topsail, on course N. by S. Distilling with banked fires under boilers B.

Montgomery W. Taylor
Ensign U. S. N.

From 8 P. M. to Ouid.

Clear and pleasant. Gentle breeze from S. by E. Barometer steady. Under all sail except a single reef in mainmast on course N. by S. (p. c.) Apprentices at wheel. Distilling with banked fires under boilers B.

Roger Welles Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. Mollton, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from New York R. I. to Charleston S. C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Wind. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Range & Clear Sky, in miles. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | | | | |
| A. M. | 6 | | | | | | | | | | | | | | | | | |
| 1 | 4 | 2 | 14.3 | <i>N. by E.</i> | <i>S. S. E.</i> | | 3 | 2.4 | | 14.30.32 | 71 | 71 | 68 | 73 | <i>b. c.</i> | <i>cir cum.</i> | 5 | <i>S</i> |
| 2 | 4 | 4 | 18.7 | " | " | | 3 | 2.4 | | 14.30.32 | 71 | 71 | 68 | 73 | " | " | 6 | " |
| 3 | 4 | 2 | 22.9 | " | " | | 3 | 2.4 | | 14.30.32 | 71 | 71 | 68 | 73 | " | " | 7 | " |
| 4 | 4 | 2 | 27.1 | " | " | | 3 | 2.4 | | 14.30.33 | 71 | 71 | 68 | 73 | " | " | 6 | " |
| 5 | 4 | 0 | 31.0 | " | " | | 3 | 2 | | 12.30.30 | 71 | 71 | 68 | 73 | " | " | 6 | " |
| 6 | 4 | 0 | 34.3 | " | " | | 3 | 2 | | 12.30.30 | 71 | 71 | 68 | 72 | " | " | 6 | " |
| 7 | 4 | 2 | 38.5 | " | <i>S. by S.</i> | | 3 | 3 | | 12.30.29 | 71 | 71 | 69 | 72 | " | <i>strat.</i> | 8 | " |
| 8 | 4 | 4 | 42.9 | " | " | | 3 | 3 | | 12.30.28 | 71 | 72 | 69 | 72 | " | " | 9 | " |
| 9 | 5 | 6 | 48.5 | " | " | | 4 | 3 | | 12.30.32 | 71 | 72 | 69 | 72 | " | " | 9 | " |
| 10 | 5 | 4 | 53.9 | " | " | | 4 | 3 | | 12.30.31 | 72 | 73 | 70 | 72 | " | " | 9 | " |
| 11 | 6 | 0 | 59.9 | " | " | | 4 | 4 | | 12.30.32 | 72 | 73 | 70 | 72 | " | " | 9 | " |
| Noon. | 6 | 9 | 66.8 | " | " | | 4 | 4 | | 12.30.30 | 72 | 73 | 70 | 72 | " | " | 9 | " |

99.1 Distance run by Patent log.

Course and distance made good since preceding noon by observations, *S 80° W.*

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 27° 04.3' N. |
| | Longitude by D. R. | 65° 00.1' W. |
| | Latitude by observations of ☉ | 27° 02.7' N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 65° 00.6' W. |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 27° 03.5' N. |
| | Longitude by <i>observations ☉</i> | 64° 03.6' W. |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 27° 01.6' N. |
| | Longitude by <i>Chronometer from Afternoon Observation ☉</i> | 65° 04.9' W. |

Current during the time, 17 knots tenths per hour, setting to the *N. 17° W.*Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. 1/4 S.*

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

97 knots. tenths.

27° 04.3' N.

65° 00.1' W.

27° 02.7' N.

65° 00.6' W.

27° 03.5' N.

64° 03.6' W.

27° 01.6' N.

65° 04.9' W.

4° 30' W.

3° 00' W.

variation used, 5° 00' W.

variation used, 0

400 gallons.

715

2580

1 tons 240 lbs.

149 - 790

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Wind. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Range & Clear Sky, in miles. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| 1 | 6 | 0 | 72.8 | <i>N. by E.</i> | <i>South</i> | 4 | 8 | | 14.30.30 | 73 | 74 | 71 | 73 | <i>b. c.</i> | <i>cir cum.</i> | 9 | <i>M</i> |
| 2 | 6 | 7 | 79.8 | <i>N. S. E. 1/4 W.</i> | " | 4.5 | 7 | | 12.30.30 | 73 | 74 | 71 | 73 | " | " | 9 | " |
| 3 | 5 | 8 | 86.8 | <i>N. S. E. 1/2 W.</i> | " | 3.4 | 7 | | 12.30.30 | 73 | 74 | 71 | 73 | " | " | 8 | " |
| 4 | 5 | 3 | 90.6 | " | " | 3.4 | 7 | | 12.30.30 | 72 | 74 | 71 | 73 | " | " | 8 | " |
| 5 | 5 | 2 | 95.8 | " | " | 3 | 7 | | 12.30.30 | 72 | 73 | 71 | 73 | " | " | 9 | " |
| 6 | 4 | 9 | 100.7 | " | " | 3 | 7 | | 12.30.29 | 72 | 73 | 71 | 73 | " | " | 9 | " |
| 7 | 4 | 0 | 4.7 | " | " | 3 | 5 | | 12.30.28 | 72 | 73 | 71 | 73 | " | " | 8 | " |
| 8 | 3 | 8 | 8.5 | " | " | 3 | 5 | | 12.30.28 | 72 | 73 | 71 | 73 | " | " | 8 | " |
| 9 | 5 | 4 | 13.9 | <i>N. S. E. 1/4 W.</i> | " | 4 | 5 | | 12.30.28 | 72 | 73 | 71 | 73 | " | " | 9 | " |
| 10 | 5 | 9 | 19.8 | " | " | 4 | 6 | | 12.30.28 | 72 | 73 | 71 | 73 | <i>b. c.</i> | <i>strat.</i> | 10 | " |
| 11 | 5 | 7 | 25.6 | " | " | 4 | 6 | | 12.30.28 | 72 | 73 | 71 | 73 | " | " | 10 | " |
| Mid. | 5 | 5 | 31.0 | <i>N. S. E. 1/2 W.</i> | " | 4.5 | 6 | | 12.30.26 | 72 | 74 | 70 | 73 | " | " | 10 | " |

64.2

4-200

under the command of *Commander F. H. Dickens*
Monday, March 26

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and pleasant. Gentle breeze from S.E. Barometer rising. Bright moonlight. Smooth sea. At 2 A.M. sighted a bark on port beam about 3 miles distant heading to S.W. At end of watch under all plain sail to rigging except single reef in mainsail all topmast staysails and main trysail, on course W. by S. Distilling with banked fires under boiler B.

From 4 to 8 A.M.

Clear to clear and pleasant. Gentle breeze from S.E. and S by E. Ship on course W. by S (pec.) under same sail as in preceding watch. Apprentices at the wheel steering ship. Distilling with fires banked under boiler B. Sea smooth. Clearing bilge forward.

N. A. Ashman
Ensign U. S. N.

From 8 A.M. to Merid.

Moderate breeze from S by E. Clear, warm, and pleasant. Smooth sea. Mustard crew at quarters at 9.30. During 1st period from 9.45 to 10.30 exercised all hands at reefing topsails. Cleared up light sails took two single reefs, then a clew reef in the topsails. Afterward shook out the reefs and made all sail except a single reef in the mainsail. During 2nd period, instructed 1st watch at sails and spars and 2nd watch at maulspike, sailmaking and signals. Engineer department cleaning bilge. Quarters, Board of Survey, surveyed and condemned 6 1/2 lbs. of sausage meat, of Pay department and recommended it to be thrown overboard. Marks on canvas-Kemp, Day and Co., Contractors, Oct., 1891. Fire meat was thrown overboard in accordance with the Board's recommendation. Board began quarterly examination of apprentices. Apprentices at the wheel. Distilling with fires banked under boiler B. Temperature of magazine 74° forward, 73° aft.

W. H. Caperton
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Moderate to gentle breeze from South. At 12.40 changed course to S. by E. 1/2 N. At 1.30 took in main and mizzen topmast staysails. From 1.15 to 2.15 drilled 2nd watch at maulspike and 3rd watch at maulspike. From 2.30 to 3.15 drilled 2nd watch at maulspike and 3rd watch at gunwye. From 3.30 to 4.00 drilled 2nd watch at helms, head and log and 3rd watch at gymnastics. At close of watch on course S. by E. 1/2 N. under plain sail and for topmast staysail and main trysail, with a single reef in mainsail. Distilling with banked fires under boiler B. Apprentices at wheel.

G. R. Beach
Lieutenant U. S. N.

From 4 to 8 P.M.

Generally clear and pleasant. Gentle breeze from South. Under all plain sail to rigging except a single reef in the mainsail on course W. S. by N. 1/2 S. (pec.) Apprentices at wheel. Distilling with banked fires under boiler B.

Montgomery H. Langley
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Moderate to stiff breeze from South. At 11.00 clock fired rockets and stood flying jib. Moon rose at 11.15. At end of watch under all plain sail to rigging except a single reef in mainsail, with main trysail, on course W. S. by N. 1/2 S. Distilling with banked fires under boiler B.

Regin Wells Jr.
Ensign U. S. N.

Examined and found to be correct.

N. A. Ashman
Ensign U. S. N.

J. B. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R. I. to Charleston S. C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction & Force of Surface Current. | Direction & Force of Under Current. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|---------------------------------------|-------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | 4 | 7 | 38.7 | N. 3/4 E. 1/4 N. | South | 4 7 | 1/2 30.26 | 72 | 73 | 70 | 73 | b.c. | cur. drif. | 9 | N. |
| 2 | 5 | 3 | 41.0 | E. by S. | " | 4 7 | 1/2 30.26 | 72 | 73 | 70 | 73 | " | " | 6 | " |
| 3 | 5 | 5 | 46.5 | " | " | 4 5 7 | 1/2 30.25 | 72 | 72 | 70 | 73 | b.c. fog. | cur. drif. | 1 | " |
| 4 | 5 | 5 | 51.0 | " | S. 3/4 E. | 4 7 | 1/2 30.26 | 72 | 72 | 70 | 73 | b.c. | cur. drif. | 5 | " |
| 5 | 4 | 0 | 55.0 | N. 3/4 E. 1/4 N. | " | 4 5 | 1/2 30.26 | 72 | 72 | 70 | 73 | " | cur. drif. | 8 | " |
| 6 | 4 | 2 | 59.2 | N. 3/4 E. 1/4 N. | " | 4 3 5 | 1/2 30.25 | 72 | 72 | 70 | 73 | " | cur. drif. | 5 | " |
| 7 | 4 | 6 | 63.8 | E. 1/4 N. | S. 3/4 E. | 4 5 | 1/2 30.25 | 71 | 71 | 70 | 73 | " | cur. drif. | 4 | " |
| 8 | 4 | 1 | 67.9 | E. 1/2 N. | S. 3/4 E. | 4 3 5 | 1/2 30.27 | 72 | 72 | 70 | 73 | " | cur. drif. | 5 | " |
| 9 | 4 | 1 | 71.0 | E. by S. | S. 3/4 E. | 3 4 5 | 1/4 30.28 | 72 | 72 | 71 | 73 | " | cur. drif. | 6 | " |
| 10 | 4 | 0 | 74.1 | E. 1/2 S. | " | 3 4 5 | 1/4 30.27 | 73 | 73 | 72 | 73 | " | cur. drif. | 5 | " |
| 11 | 4 | 2 | 76.0 | E. 1/2 N. | S. 3/4 E. | 3 4 5 | 1/4 30.27 | 73 | 74 | 72 | 73 | " | cur. drif. | 7 | " |
| Noon. | 4 | 0 | 80.0 | " | " | 3 4 5 | 1/4 30.27 | 74 | 74 | 72 | 73 | " | cur. drif. | 6 | " |

117.4 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S 79° E.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 27° 03' N. " |
| | Longitude by D. R. | 67° 04' W. " |
| | Latitude by observations of ☉ | 27° 05' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 67° 15' W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon. | 27° 05' N. " |
| | Longitude by observation of ☉ | 66° 50' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon. | 27° 03' N. " |
| | Longitude by Chronometer from afternoon observation of ☉ | 67° 44' W. " |

Current during the time, 10 knots tenths per hour, setting to the N 78° W.

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours;

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

400 gallons.

620 "

2800 "

tons 1520 lbs.

158° 15' 10° "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction & Force of Surface Current. | Direction & Force of Under Current. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|---------------------------------------|-------------------------------------|-------------------|
| 1 | 3 | 9 | 83.9 | N 3/4 E | S. 3/4 E. | 3 5 | 1/2 30.28 | 74 | 75 | 72 | 73 | b.c. | cur. drif. | 8 | N. | |
| 2 | 2 | 6 | 86.4 | " | " | 3 5 | 1/2 30.26 | 75 | 75 | 73 | 73 | " | " | 9 | " | |
| 3 | 2 | 1 | 88.6 | E 1/2 N. | " | 2 5 | 1/2 30.25 | 75 | 76 | 73 | 73 | " | " | 7 | " | |
| 4 | 2 | 4 | 88.6 | " | " | 2 5 | 1/2 30.24 | 75 | 76 | 73 | 73 | " | " | 6 | " | |
| 5 | 1 | 9 | 90.4 | " | S. by E. | 2 5 4 | 1/4 30.24 | 73 | 74 | 73 | 73 | " | cur. drif. | 6 | " | |
| 6 | 0 | 6 | 91.0 | E. by S. | " | 2 5 4 | 1/4 30.24 | 73 | 74 | 73 | 73 | b.c. fog. | cur. drif. | 4 | " | |
| 7 | 3 | 6 | 91.0 | S. 3/4 E. | North | 4 5 5 4 | 1/4 30.27 | 73 | 71 | 70 | 73 | " | " | 0 | " | |
| 8 | 4 | 0 | 92.9 | E. 3/4 S. | " | 4 5 5 4 | 0 30.27 | 73 | 71 | 70 | 72 | " | " | 0 | " | |
| 9 | 5 | 4 | 94.2 | " | N. E. by N. | 5 6 5 2 | 0 30.29 | 71 | 70 | 69 | 73 | b.c. fog. | cur. drif. | 4 | " | |
| 10 | 5 | 0 | " | " | " | 5 6 5 9 | 0 30.30 | 70 | 69 | 68 | 73 | b.c. fog. | cur. drif. | 0 | " | |
| 11 | 5 | 2 | " | " | " | 5 6 5 9 | 0 30.31 | 69 | 69 | 68 | 73 | " | " | 0 | " | |
| Mid. | 5 | 0 | " | " | " | 5 6 5 9 | 0 30.32 | 68 | 67 | 66 | 73 | " | " | 0 | " | |

Commander F. W. Dickins
Tuesday March 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear to fair first two hours. Light passing rain squalls from S.W., clearing away last hour. Moderate to stiff breeze from South. Course N. 3/4 E. (p.c.) Ship steering "full and by" on port tack under jib, for topmast staysail, topgallant sails, topsails, foreail, engine reefed mainail, main trysail and spanker. Stopped distilling at 12.15 and allowed fuel to die out under boiler "B". Apprentices steering ship.

W. R. Caperton

Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate to gentle breeze from South, veering to S.W. Cloudy, with heavy rain squalls on horizon to S.E. Rainbow in sight to N. at 7.20. Moderate swell from S.E. and S.W. Full and by on port tack under same sail as in preceding watch. Apprentices at the wheel.

G. R. Beach

Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle to moderate breeze from S by N to S.W. At 9.30 mustered at quarters and afterwards had battalion drill till 10.45. Temperature of magazines 75° forward and 73° aft. At close of watch by the wind on port tack under plain sail to topgallant sails, for topmast staysail and main trysail, with a single reef in the mainail. Apprentices at the wheel.

Montgomery W. Seeger

Ensign U. S. N.

From Noon to 4 P.M.

Cloudy. Gentle to light breeze from S.W. Barometer falling. Apprentices were instructed as follows: the first watch, mainmasts, sailmaking and rigging from 1.15 to 2.15, gunnery from 2.30 to 3.15 and gymnastics from 3.30 to 4.00; the third watch, sails and spars from 1.15 to 2.15, gunnery from 2.30 to 3.15 and helms, head and log from 3.30 to 4.00. At 1.00 set royals and flying jib. At 1.55 cleared up main topgallant sail and royal, lowered topsail on the cap and ran off new topsail halliards, making sail immediately afterwards. At end of watch under all plain sail to royals, with single reef in mainail by the wind on the port tack. Course N. 3/4 E. (p.c.) Apprentices at the wheel. Board consisting of Executive Officer, Navigator and Ordnance Officer engaged in examining apprentices.

Roger C. Welles, Jr.

Ensign U. S. N.

From 4 to 8 P.M.

Squally and threatening with showers of rain at times. Light breeze from S by N first two hours, shifting to moderate to stiff breeze from North. Barometer rising. At 6 o'clock fished light sails, took in mainail, main trysail and spanker and took two single reefs in topsails and headed off to S.W. to shift of wind from North. At 6.45 set mainail. At 7.30 set spanker and main trysail. At end of watch under jib, for topmast staysail, topsails with two single reefs, foreail, engine reefed mainail, main trysail and spanker, on course N. 3/4 E.

N. D. Coleman

Ensign U. S. N.

From 8 P.M. to Midnight.

Overcast, cloudy, threatening and unsettled weather. Stiff to fresh breeze from N.E. by S. Long and rough swell from N.E. and S.E. Ship rolling deeply and frequently; extreme roll to windward 19° to leeward 26°. At 9.15 took in spanker. Ship on course N. 3/4 E. and at end of watch under same sail as in preceding watch except spanker. Barometer rising slowly. Apprentices at the wheel steering ship.

Examined and found to be correct.

W. R. Caperton

Lieutenant U. S. N.

J. D. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex Third Rate,

Making passage from Newport R. I. to Charleston S. C.

| | | | | WIND. | | | BAROMETER. TEMPERATURE. | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------------------------|---------|------------|----|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height | | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
| | | | | | | | | | in inches. | | | | | | | | | |
| A. M. | 4 | 1 | | | | | | | | | | | | | | | | |
| 1 | 5 | 2 | 92.0 | N. E. W. | N. E. by N. | 6 | 5-10 | 0 | 30.35 | 69 | 68 | 67 | 73 | 0 m. | uncl. | 0 | R. | |
| 2 | 5 | 4 | 96.0 | " | " | 6 | 5-10 | 0 | 30.35 | 69 | 68 | 67 | 73 | " | " | 0 | " | |
| 3 | 5 | 2 | 1.1 | " | " | 6 | 5-10 | 0 | 30.38 | 68 | 67 | 66 | 73 | " | " | 0 | " | |
| 4 | 5 | 4 | 1.2 | " | " | 6 | 5-10 | 0 | 30.39 | 68 | 67 | 66 | 73 | " | " | 0 | " | |
| 5 | 6 | 0 | Handled in | " | N. E. | 7 | 5-15 | 0 | 30.39 | 68 | 68 | 66 | 73 | 0 c. | cum. uncl. | 0 | " | |
| 6 | 6 | 3 | " | " | " | 7 | 5-20 | 0 | 30.38 | 68 | 68 | 66 | 73 | " | " | 0 | " | |
| 7 | 5 | 8 | " | " | " | 7 | 5-30 | 0 | 30.40 | 68 | 68 | 66 | 73 | " | " | 0 | " | |
| 8 | 6 | 4 | " | " | " | 7 | 5-30 | 0 | 30.40 | 68 | 68 | 66 | 73 | " | " | 0 | " | |
| 9 | 7 | 6 | 1.1 | Chet. | " | 6 | 5-25 | 0 | 30.40 | 68 | 68 | 66 | 73 | " | " | 0 | " | |
| 10 | 6 | 7 | 7.7 | " | " | 6 | 5-25 | 0 | 30.40 | 68 | 68 | 66 | 73 | " | " | 0 | " | |
| 11 | 7 | 2 | 14.9 | " | N. E. by E. | 6 | 5-25 | 0 | 30.40 | 69 | 69 | 66 | 73 | " | " | 0 | " | |
| Noon. | 7 | 0 | 21.3 | " | " | 6 | 5-25 | 0 | 30.40 | 69 | 69 | 66 | 73 | " | " | 0 | " | |

124.5

Distance run by log

Course and distance made good since preceding noon by observations, $366^{\circ} 26'$ 135 knots. tenths.

Position at Noon: Latitude by D. R. $26^{\circ} 26' N.$
 Longitude by D. R. $69^{\circ} 32' W.$
 Latitude by observations of \odot $26^{\circ} 11' N.$
 Longitude by chronometer from Forenoon Observations of \odot No observation "

Position at 8 A. M. Latitude by D. R. from Noon $26^{\circ} 31' N.$
 Longitude by D. R. $68^{\circ} 51' W.$

Position at 8 P. M. Latitude by D. R. from Noon $26^{\circ} 21' N.$
 Longitude by Chronometer from Afternoon observation $70^{\circ} 39' W.$

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth \odot observed at , ship's headDeviation of the Compass by Azimuth \odot observed at , ship's headError of the Compass by Azimuth \odot observed at , ship's headDeviation of the Compass by Azimuth \odot observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 7400 "

Coal consumed during the preceding 24 hours, tons — lbs.

Coal remaining on hand at Noon, 158 " 1510 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|----------|------------|-----|------|---|-------|----|----|----|----|------|------------|---|----|--|
| 1 | 7 | 3 | 28.6 | Chet. | N.E. by E. | 5-6 | 5-9 | 0 | 30.40 | 69 | 69 | 66 | 74 | O.C. | Cum. uncl. | 0 | R. | |
| 2 | 6 | 9 | 35.5 | " | " | 5-6 | 5-9 | 0 | 30.40 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 3 | 6 | 9 | 37.0 | " | " | 5-6 | 5-10 | 0 | 30.39 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 3 | 6 | 9 | 42.9 | N. N. W. | " | 5-6 | 5-10 | 0 | 30.39 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 4 | 7 | 4 | 50.3 | " | " | 5-6 | 5-10 | 0 | 30.39 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 5 | 7 | 1 | 67.4 | " | " | 5-6 | 5-10 | 0 | 30.38 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 6 | 7 | 1 | 64.5 | " | " | 5-6 | 5-16 | 0 | 30.38 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 7 | 7 | 4 | 71.9 | " | " | 6 | 5-15 | 0 | 30.40 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 8 | 6 | 8 | 78.7 | " | " | 5-6 | 5-18 | 0 | 30.40 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 9 | 7 | 2 | 85.9 | " | " | 6 | 5-20 | 0 | 30.40 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 10 | 7 | 0 | 94.9 | " | " | 6 | 5-23 | 0 | 30.40 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| 11 | 7 | 1 | 100.0 | " | " | 6 | 5-25 | 0 | 30.40 | 69 | 69 | 66 | 74 | " | " | 0 | " | |
| Mid. | 5 | 7 | 57 | " | E. N. E. | 5 | 5-25 | 0 | 30.40 | 69 | 69 | 66 | 76 | " | " | 0 | " | |

84.4

0.20

under the command of

Commander F. O. Dickins
Wednesday, March 28

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fresh breeze from N.E. by N., steady in force and direction. Overcast and misty. Rough sea from N.W. and E.S. Ship rolling at intervals, deeply but easily. Put over patent log at 1.15 reading 92, and hauled it in at 3.50 reading 12, foul with sea weed. On course N. E. under jib for topmast staysail, main trysail, foreail, double reefed topsails and single reefed mainail. Apprentices at the wheel.

From 4 to 8 A.M.

George R. Clark
Lieutenant U. S. N.

Overcast and cloudy. Light squalls of rain several times. Stiff breeze from N.E. Ship rolling deeply at times to rough sea from N.E. Maximum roll 35° to leeward, 25° to windward. At 5.00 took in main trysail. Barometer rising. At close of watch on course N. E. under double reefed topsails, foreail, single reefed mainail, for topmast staysail and jib. Apprentices at wheel.

Wm. Montgomery M. Temple
Ensign U. S. N.

From 8 A.M. to Merid.

Overcast and cloudy. Fresh breeze from N.E. to N.E. by E. Barometer steady. At 8.45 changed course from N. E. to N. by E. (jib). At 9.45 shook the reefs out of the topsails and mainail, and hauled down for topmast staysail. Greatest roll to port was 33°. First watch sailed at marlinespike seamanship, sailmaking and signals and the second watch at sails and spar from 10.45 to 11.45. Apprentices at the wheel. Temperature of magazines 74° forward, 74° aft.

Roger Chellis Jr.
Ensign U. S. N.

From Merid. to 4 P.M.

Overcast and cloudy. Fresh breeze from N.E. by E. to N.E. At 2.10 o'clock changed course from N. E. to N. by E. patent log reading 37. Tounded calls for diller as follows: from 1.15 to 2.15 first watch sails and spar; second watch marlinespike, sailmaking, signals; from 2.30 to 3.15, first watch gunnery; 2nd watch gunnery; from 3.30 to 4.00 first watch helms lead and log. Pumped bilges dry. At end of watch under topsails, course and jib, on course N. by E. Rough sea from N.E. Maximum roll 35°.

N. P. Colbman
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy, threatening and disagreeable weather. Stiff to fresh breeze from N.E. by E. Rough sea from N.W. and E.S. Ship rolling deeply and frequently; Extreme roll to leeward 14°, to leeward 26°. Ship on course N. by E. (jib) under same sail as in preceding watch. Apprentices at the wheel.

W. H. Raperton
Lieutenant U. S. N.

From 8 P.M. to Midnight

Fresh breeze from N.E. by E., moderating last hour and evening to E. N.E. Overcast. Rough sea from N.W. and E.S. Ship rolling deeply and chiefly. Extreme roll to leeward 30°. On course N. by E. under jib, topsails and course. Apprentices at the wheel.

George R. Clark
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R.I. to Charleston S.C.

Wind Rate,

| Reading of Patent Log. | | | | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. | |
|------------------------|--------|---------|------|--------------------------------------|--------------------------------|--------|-------|-------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|-------------------|
| Hour. | Knots. | Tenths. | Log. | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 6 | 5 | 12.2 | N. N. E. | E. N. E. | 5-6 | 5-10 | 0 | 30.41 | 70 | 70 | 67 | 76 | o.c. | unsh. | 0 | R |
| 2 | 5 | 7 | 17.9 | " | " | 5-6 | 5-10 | 0 | 30.42 | 70 | 70 | 67 | 76 | " | " | 0 | " |
| 3 | 5 | 1 | 22.8 | " | E. by N. | 5 | 5-10 | 0 | 30.42 | 70 | 70 | 67 | 76 | o.c.d. | " | 0 | " |
| 4 | 5 | 0 | 22.8 | " | E. ast | 4-5 | 5-10 | 0 | 30.42 | 70 | 70 | 67 | 76 | " | " | 0 | " |
| 5 | 5 | 0 | " | " | " | 5 | 5-10 | 0 | 30.40 | 70 | 70 | 68 | 75 | " | " | 0 | " |
| 6 | 5 | 2 | " | " | " | 5 | 5-15 | 0 | 30.38 | 70 | 70 | 68 | 75 | b.c.p. | com. unsh. | 4 | " |
| 7 | 5 | 6 | " | " | " | 4 | 5-15 | 0 | 30.38 | 70 | 70 | 69 | 75 | " | " | 3 | " |
| 8 | 6 | 0 | " | " | " | 4 | 5-15 | 0 | 30.38 | 70 | 70 | 69 | 75 | " | " | 3 | " |
| 9 | 6 | 8 | " | " | E. S. E. | 4-5 | 5-15 | 0 | 30.40 | 72 | 71 | 70 | 75 | " | " | 4 | " |
| 10 | 5 | 8 | 22.8 | " | " | 4-5 | 5-15 | 0 | 30.41 | 72 | 71 | 70 | 75 | " | " | 4 | " |
| 11 | 6 | 0 | 28.8 | " | " | 4-5 | 5-15 | 0 | 30.41 | 72 | 71 | 70 | 75 | " | " | 4 | " |
| Noon. | 6 | 0 | 33.9 | " | S. E. | 4-5 | 5-19 | 0 | 30.39 | 72 | 71 | 70 | 75 | " | " | 4 | " |

153.1 Distance run by log

Course and distance made good since preceding noon by observations, N. 74° E. 16.8 knots tenths.

| | | |
|---------------------|---|--------------|
| Position at Noon: | Latitude by D. R. | 26° 53' N. " |
| | Longitude by D. R. | 72° 10' W. " |
| Position at 8 A. M. | Latitude by observations of ☉ | 26° 59' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 72° 36' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 26° 48' N. " |
| | Longitude by observations of ☉ | 72° 11' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 27° 27' N. " |
| | Longitude by chronometer from afternoon observations of ☉ | 73° 33' W. " |

Current during the time, 2.7 knots tenths past hour, setting to the

Error of the Compass by Azimuth ☉ observed at 4.40 P. M. ship's head N. 74° E.

Deviation of the Compass by Azimuth ☉ observed at 4.40 P. M. ship's head 2° 03' W. variation used, 2° 00' W.

Error of the Compass by Azimuth ☉ observed at , ship's head , variation used, 0

Deviation of the Compass by Azimuth ☉ observed at , ship's head , variation used, 0

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, tons 480 lbs.

Coal remaining on hand at Noon, 148 1030 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|-------------------|--------|-------|---------|-------------------|-------------|----------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 4 | 5 | 38.4 | N. N. E. | S. E. | 5 | 5-15 | 0 | 30.39 | 75 | 75 | 73 | 75 | b.o. | com. unsh. | 6 | R |
| 2 | 6 | 5 | 46.5 | " | " | 5 | 5-15 | 0 | 30.39 | 75 | 75 | 73 | 75 | " | " | 7 | " |
| 3 | 7 | 6 | 54.1 | " | S. S. E. | 5-6 | 5-15 | 0 | 30.39 | 75 | 75 | 73 | 75 | " | " | 6 | " |
| 4 | 7 | 7 | 61.8 | " | S. by E. | 5-6 | 5-10 | 0 | 30.39 | 75 | 75 | 73 | 75 | " | " | 7 | " |
| 5 | 7 | 6 | 69.4 | " | East | 5-6 | 8 | 0 | 30.37 | 75 | 75 | 73 | 73 | " | " | 8 | " |
| 6 | 7 | 9 | 77.3 | " | S. S. W. | 5-6 | 8 | 0 | 30.36 | 74 | 74 | 72 | 73 | " | " | 4 | " |
| 7 | 7 | 6 | 80.8 | " | " | 5-6 | 8 | 0 | 30.35 | 74 | 74 | 72 | 73 | o.c. | com. unsh. | 0 | " |
| 8 | 6 | 5 | 87.9 | " | " | 5 | 6 | 0 | 30.35 | 74 | 73 | 71 | 73 | " | " | 0 | " |
| 9 | 5 | 0 | 92.5 | " | N. W. | 5 | 6 | 0 | 30.27 | 74 | 73 | 71 | 73 | o.c.g. | " | 0 | " |
| 10 | 1 | 0 | 94.3 | S. S. W. | S. S. W. to N. W. | 5 | 5 | 8 | 30.20 | 70 | 70 | 68 | 73 | o.c.v. | " | 0 | " |
| 11 | 0 | 5 | 94.3 | S. W. by S. | N. W. | 5 | 3 | 0 | 30.20 | 70 | 70 | 68 | 73 | o.c.v. | " | 0 | " |
| Mid. | 0 | 5 | " | S. S. E. | West. | 3 | 0 | 0 | 30.19 | 69 | 69 | 67 | 73 | " | " | 0 | " |

Commander F. W. Dickens
Thursday, March 29

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast and cloudy, drizzling at intervals last two hours. Moderate to fresh breeze from E. N. E. to East. At close of watch on course, N. N. W., under topsails, jib and courses.

Montgomery M. Hughes

Ensign U. S. N.

From 4 to 8 A. M.

Cloudy with an occasional passing shower. Stiff to moderate breeze from East. At 6:15 set topgallant sails and royals. At end of watch under all square sail and jib, on course N. N. W. (p). Apprentices at wheel.

Roger Wells Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Cloudy, with occasional light passing squalls of rain. Moderate to stiff breeze from E. S. E. to S. E. At 8:40 took in royals to squall and set them again at 9 o'clock. At 9:30 mustered at quarters. From 9:45 to 10:30 had drill as follows: 1st watch, instruction in ordnance, 2nd watch marlinepike, sailmaking and signals. From 10:45 to 11:30, 1st watch helms, head and log; 2nd watch, marlinepike, sailmaking and signals. At end of watch under all square sail to royals and jib, on course N. N. W. Rough sea from N. E. Heaving considerably; maximum roll 28°. At 10:30 took fast on patent log reading 27.8. At 12:00 clock hauled it in, found it full, closed it and put it on again reading 33.9. Temperature of magazine 74° forward, 74° aft.

N. J. Holman
Ensign U. S. N.

From Merid. to 4 P. M.

Fair and pleasant. Stiff to fresh breeze from S. E. hauling to Fly E. Ship on course N. N. W. until 12:45 when it was changed to N. N. E. by N. (p). At 1:30 set main and mizzen topmast staysails and spanker; at 2:30 set jib. Apprentices were drilled as follows during watch: 1st period, 1:15 to 2 P. M., 2nd watch marlinepike; 3rd watch had general signals; 4th period, 2:45 to 3 P. M., 2nd watch had sails and spars and 3rd watch had pistols; 5th period from 3:15 to 4 P. M., all hands arms and away boats did not provide anything, but read stations for getting on boats when they were landed in caddles. At end of watch under all plain sail to royals and main and mizzen topmast staysails, except flying jib. Apprentices at the wheel. Rough sea from N. E. and E. N. E. Ship rolling easily to sea.

W. H. Caperton
Lieutenant U. S. N.

From 4 to 8 P. M.

Breezes to stiff breeze veering from South to S. S. W. Fair first half, overcast last two hours. Moderate sea. Took in main and mizzen topmast staysails at 6:00. At end of watch under all plain sail to royals, except flying jib. Hauled in and closed patent log between 7:00 and 8:00. Apprentices at the wheel.

George C. Green
Lieutenant U. S. N.

From 8 P. M. to Mid.

Cloudy and rainy last three hours. Breeze to fresh breeze from S. S. W., S. W., S. W. and West. At 8:45 ^{under all square} wind shifted to S. W. and took in royals, topgallant sails, main sail and spanker. At 9:20 went to S. E. and at 9:30 took in forejib, fore topail, jib and closed reefed main topail; hauled on main topail. At close hour to on starboard tack under main topail, close reefed main topail and fore topmast stayail.

Examined and found to be correct.

Montgomery M. Hughes

Ensign U. S. N.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport C.I. to Charleston S.C.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. |
| A. M. | | | 56 3 | | | | | | | | | | | | | | | |
| 1 | | | Saying to Headed in | N. by E. | N. N. W. | | 3-4 | 5-13. | | 30.19 | 68 | 67 | 67 | 74 | O. c. v. | uncl. | 0 | M. |
| 2 | | | " | Chel. | N. by W. | | 3-4 | 5-13 | | 30.19 | 68 | 67 | 67 | 74 | " | " | 0 | " |
| 3 | | | " | N. by N. | North | | 3-4 | 5-13 | | 30.20 | 68 | 67 | 66 | 74 | " | " | 0 | " |
| 4 | | | " | N. N. W. | N. N. E. | | 3-4 | 5-13 | | 30.20 | 68 | 67 | 66 | 74 | " | " | 0 | " |
| 5 | 1 | 5 | " | N. N. by W. | " | | 3-4 | 5-10 | 2 | 30.18 | 68 | 67 | 65 | 74 | O. c. | comm. uncl. | 0 | " |
| 6 | 3 | 0 | " | N. N. W. | North | | 3 | 5-10 | 1/2 | 30.18 | 68 | 67 | 66 | 74 | O. c. v. | " | 0 | " |
| 7 | 4 | 0 | 96.9 | " | N. by E. to North | | 4 | 5-10 | 1/2 | 30.19 | 69 | 68 | 66 | 74 | " | " | 0 | " |
| 8 | 6 | 0 | 1.1 | N. N. by W. | N. N. E. | | 4-5 | 5-16 | 1/2 | 30.19 | 70 | 69 | 67 | 74 | O. c. d. | " | 0 | " |
| 9 | 6 | 1 | 6.2 | " | " | | 4-5 | 8 | 1/2 | 30.24 | 70 | 69 | 66 | 74 | " | " | 0 | " |
| 10 | 5 | 2 | 11.4 | N. N. W. 1/2 W. | North | | 5 | 5 | 1/2 | 30.28 | 70 | 69 | 64 | 74 | " | " | 0 | " |
| 11 | 4 | 0 | 15.4 | " | N. by E. | | 4-5 | 5 | 1/2 | 30.30 | 68 | 67 | 64 | 75 | " | " | 0 | " |
| Noon. | 4 | 5 | 17.8 | N. N. by W. | N. N. E. | | 3-4 | 5 | 1/2 | 30.32 | 67 | 66 | 64 | 75 | O. c. v. | " | 0 | " |

99.6 Distance run by log.

Course and distance made good since preceding noon by observations, *S. N. 69° W.* 97 knots. tenths.

Position at Noon: Latitude by D. R. *27° 34' N.*
 Longitude by D. R. *74° 17' W.*
 Latitude by observations of ☉ *No observation* 0' "
 Longitude by chronometer from Forenoon Observations of ☉ *No observation* 0' "

Position at 8 A. M. Latitude by *D. R. from Noon* *27° 30' N.*
 Longitude by *D. R.* *73° 56' W.*

Position at 8 P. M. Latitude by *D. R.* *27° 42' N.*
 Longitude by *D. R.* *74° 32' W.*

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 variation used. 0

Error of the Compass by Azimuth ☉ observed at , ship's head 0

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 variation used. 0

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, tons 480 lbs.

Coal remaining on hand at Noon, 148 " 500 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|---------|-------------|-------------------|-----|------|-----|-------|----|----|----|----|-------------|-------------|---|----|
| 1 | 2 | 0 | 19.6 | N. N. by W. | N. E. | 3-2 | 5 | 3/4 | 30.27 | 68 | 65 | 63 | 75 | O. c. d. | uncl. | 0 | N. |
| 2 | 2 | 2 | 19.6 | " | " | 3 | 5 | 3/4 | 30.25 | 68 | 66 | 64 | 75 | " | " | 0 | " |
| 3 | 3 | 0 | 20.1 | " | " | 3 | 5 | 3/4 | 30.24 | 67 | 65 | 63 | 75 | " | " | 0 | " |
| 4 | 2 | 5 | 21.2 | " | " | 2 | 5 | 3/4 | 30.23 | 67 | 65 | 63 | 75 | " | " | 0 | " |
| 5 | 1 | 6 | 22.8 | " | " | 1 | 5 | 1/2 | 30.23 | 67 | 65 | 63 | 75 | " | uncl. stat. | 0 | " |
| 6 | 0 | 5 | 23.3 | " | N. E. to S. N. E. | 0-1 | 5 | 1 | 30.23 | 67 | 65 | 63 | 75 | " | " | 0 | " |
| 7 | 1 | 6 | 23.4 | " | N. E. | 1 | 5 | 3/4 | 30.23 | 67 | 66 | 63 | 75 | " | " | 0 | " |
| 8 | 1 | 4 | 23.4 | " | " | 1-2 | 5 | 3/4 | 30.23 | 67 | 66 | 63 | 75 | " | " | 0 | " |
| 9 | 2 | 0 | 23.4 | " | " | 2 | 5 | 1/2 | 30.25 | 68 | 67 | 64 | 75 | O. c. v. | comm. uncl. | 0 | " |
| 10 | 6 | 0 | Head in | " | " | 5-6 | 8 | 1/2 | 30.26 | 68 | 67 | 64 | 75 | O. c. v. g. | " | 0 | " |
| 11 | 6 | 0 | " | " | " | 4-5 | 8-10 | 1/2 | 30.27 | 68 | 67 | 64 | 75 | O. c. v. g. | " | 0 | " |
| Mid. | 5 | 8 | " | " | N. E. by N. | 4-5 | 8-10 | 1/2 | 30.28 | 68 | 67 | 64 | 75 | O. c. | " | 4 | " |

under the command of

Commander P. W. Dickins
Friday, March 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and rainy. Gentle to moderate breeze from N.W. to N.E. Lying to under foretopmast stayrail, close reefed topmast and trysail on starboard tack, until 3.45 when at jib and spanker. At 4.00 came to anchor N.W. by N. (p.c). Apprentices at wheel.

Roger Welles, Jr.
Ensign U.S.N.

From 4 to 8 A.M.

Overcast with light rain at times. Gentle to stiff breeze from North to N.W. At 4.30 lowered and set courses and at 5.30 made all plain sail to topgallant sails and took in main trysail. At 6.20 put on patent log reading 94.3. hauled it in again at 8 and found it foul, cleared it and put it on again reading 1.1. At end of watch under all plain sail to topgallant sails, on course N.W. by N.

N. A. Colman
Ensign U.S.N.

From 8 A.M. to Merid.

Overcast, cloudy and rainy. Stiff to gentle breeze from N.W. Backing to North and hauling to N.W. at end of watch. Sea moderate from N.W. At 9.30 mustered at quarters. At 9.45 went to general quarters and checked crew until interrupted by rain. Omitted the periods of instruction during watch on account of rain. Tested magazine and shell room flood cocks and found them in working order. Barometer rising slowly. Ships course N.W. by N. (p.c) Steering full and by until last hour when steered close; under all sail as at end of preceding watch. Apprentices at wheel steering ship. Consumption of magazine 74² forward 74² aft.

W. L. Caperton
Lieutenant U.S.N.

From Merid. to 4 P.M.

Gentle to light breeze from N.E. Overcast with continuous drizzling rain. Suspended all drills on account of rainy weather. Set the royals and main and mizzen topmast stayrails at 2.45 and the flying jib at 3.15. At end of watch under fore, main and mizzen topmast stayrails and all plain sail to royals. Apprentices at the wheel.

Geo. R. Beach
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast and drizzling at times. Frequent rain squalls to N.W. along horizon. Calm to light breeze from E.N.E. and N.E. At 4.35 took in royals and flying jib and at 4.45 took in main and mizzen topmast stayrails. At close on course N.W. by N. under plain sail to topgallant sails with fore topmast stayrail. Apprentices at wheel.

Montgomery W. Leffler

Ensign U.S.N.

From 8 P.M. to Midnight.

Overcast and raining first two hours, clearing last hour. Light to stiff breeze from N.E. to N.W. by N. Barometer rising. Under all plain sail to topgallant sails, on course N.W. by N. (p.c). Apprentices at wheel. Hauled in the patent log at 9.00, being fouled with sea weed, reading 23.4.

Roger Welles, Jr.
Ensign U.S.N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U.S.N. Navigator.

Making passage from Newport R.I. to Charleston, S.C.

| Hour. | Knts. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Barometer. | TEMPERATURE. | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|-------|---------|------------------------|-------------------------------------|--------------------------------|--------|------------|-------------------|-------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, dry bulb. | Air, wet bulb. | Water at surface. | | |
| A. M. | | | | | | | | | | | | | | |
| 1 | 4 | 5 | 25.4 | N. by N. | N.E. by N. | 3-4 | 0 | 30.32 | 68 | 66 | 63 | 75 | b.c. | com. avail. 4 |
| 2 | 4 | 0 | 25.4 | " | N.E. | 3-4 | 0 | 30.33 | 68 | 66 | 63 | 75 | " | " 5 " |
| 3 | 4 | 0 | 25.1 | " | " | 3-2 | 0 | 30.31 | 67 | 66 | 63 | 74 | " | " 6 " |
| 4 | 3 | 7 | 29.3 | " | " | 3-2 | 0 | 30.30 | 67 | 66 | 62 | 74 | " | " 7 " |
| 5 | 3 | 6 | 31.9 | " | " | 3 | 0 | 30.31 | 67 | 66 | 61 | 74 | " | com. 9 |
| 6 | 3 | 4 | 35.5 | N. by N. 1/4 N. | " | 3 | 0 | 30.31 | 67 | 65 | 60 | 74 | " | com. 7 |
| 7 | 4 | 5 | 40.0 | " | " | 3 | 0 | 30.32 | 67 | 66 | 61 | 74 | " | " 8 " |
| 8 | 4 | 4 | 44.3 | N. by N. | N.E. by N. | 3 | 0 | 30.34 | 68 | 66 | 61 | 74 | " | " 3 " |
| 9 | 4 | 6 | 48.9 | " | " | 4 | 5 | 30.40 | 68 | 67 | 61 | 75 | " | at. 5 " |
| 10 | 4 | 8 | 52.7 | " | " | 4 | 5 | 30.40 | 68 | 67 | 61 | 75 | " | " 9 " |
| 11 | 3 | 3 | 55.9 | " | N.E. by E. | 3 | 0 | 30.40 | 69 | 69 | 62 | 75 | " | " 8 " |
| Noon. | 3 | 8 | 59.4 | " | " | 3-4 | 0 | 30.40 | 70 | 69 | 64 | 75 | " | " 7 " |

83. 2 Distance run by Patent Log

Course and distance made good since preceding noon by observations, N 81° W.

70 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 28° 10' N. " |
| | Longitude by D. R. | 75° 40' W. " |
| | Latitude by observations of ☉ | 27° 45' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 75° 36' W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon | 27° 38' N. " |
| | Longitude by observation of ☉ | 75° 20' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 28° 14' N. " |
| | Longitude by Chronometer from Afternoon observation of ☉ | 76° 17' W. " |

Current during the time, 2.7 knots tenths per hour, setting to the S 92° E.

Error of the Compass by Azimuth ☉ observed at 7.10 A.M. ship's head N 81° W.

Deviation of the Compass by Azimuth ☉ observed at 7.10 A.M. ship's head "

Error of the Compass by Azimuth ☉ observed at 5.30 P.M. ship's head N 81° W.

Deviation of the Compass by Azimuth ☉ observed at 5.30 P.M. ship's head "

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1150 "

Coal consumed during the preceding 24 hours,

tons 400 lbs.

Coal remaining on hand at Noon,

148 " 150 "

| | | | | | | | | | | | | | | | | |
|-------|---|---|------|----------|-------------|-----|---|-----------|----|----|----|----|------|-----------------------|---|---|
| P. M. | 0 | 5 | 59.9 | N. by N. | N. E. by N. | 4 | 7 | 1/2 30.41 | 71 | 70 | 64 | 76 | b.c. | Dir. compass chart | 6 | 8 |
| 1 | 4 | 5 | 64.4 | S. by S. | " | 4 | 7 | 1/2 30.41 | 71 | 69 | 64 | 76 | " | " | 6 | " |
| 2 | 5 | 2 | 69.6 | " | " | 4 | 6 | 1/2 30.41 | 71 | 69 | 64 | 76 | " | " | 8 | " |
| 3 | 5 | 3 | 74.9 | " | " | 3-4 | 5 | 1/2 30.42 | 71 | 69 | 64 | 76 | " | Dir. compass. | 4 | " |
| 4 | 4 | 5 | 79.4 | " | " | 3-4 | 5 | 3/4 30.40 | 70 | 69 | 68 | 76 | " | compass. | 4 | " |
| 5 | 4 | 4 | 83.8 | " | " | 3-4 | 5 | 3/4 30.38 | 70 | 69 | 68 | 76 | " | " | 7 | " |
| 6 | 5 | 3 | 89.1 | " | " | 3-4 | 5 | 3/4 30.37 | 70 | 69 | 68 | 76 | " | " | 7 | " |
| 7 | 4 | 3 | 93.4 | " | " | 3 | 5 | 3/4 30.36 | 69 | 68 | 67 | 76 | " | " | 7 | " |
| 8 | 2 | 1 | 98.5 | " | " | 1-2 | 5 | 1 30.38 | 69 | 68 | 62 | 75 | " | " | 7 | " |
| 9 | 1 | 7 | 97.2 | " | N. E. | 1-2 | 5 | 1 30.40 | 69 | 68 | 62 | 75 | " | " | 9 | " |
| 10 | 1 | 6 | 98.8 | " | " | 1-2 | 5 | 1 30.40 | 69 | 68 | 62 | 75 | " | " | 5 | " |
| 11 | 1 | 0 | 99.6 | " | N. E. by E. | 1-2 | 5 | 1 30.40 | 69 | 68 | 64 | 75 | " | " | 7 | " |
| Mid. | 3 | 0 | 2.2 | " | N. E. | 1-2 | 5 | 1 30.40 | 69 | 68 | 64 | 75 | " | " | 7 | " |

under the command of

Commander F. W. Dickins
Saturday March 31

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Partially cloudy and pleasant. Moderate to light breeze from N.E. by N. to N.E. Moon rose at 2.30. At end of watch under all plain sail to topgallant sails on course N.W. by W.

From 4 to 8 A. M.

Clear to fair and pleasant. Gentle breeze from N.N.E. and N.E. by N. Course N.W. by W. (pc) At 5 A. M. set royals and flying jib. At end of watch ship on her course under all plain sail to royals on starboard tack by the wind. Apprentices at the wheel. Sun rose at 5.45. Sea smooth.

N. D. Lockman
Ensign U. S. N.

From 8 A. M. to Merid.

Moderate to gentle breeze from N.E. by N. to N.E. by E. Fair and pleasant. Smooth sea. Set main and mizzen topmast staysails at 9.00. Cleaned port forward water tank. At end of watch under fore, main and mizzen topmast staysails and all plain sail to royals. Apprentices at the wheel. Temperature of magazine 74° forward, 74° aft.

W. B. Caperton
Lieutenant U. S. N.

From Merid. to 4 P. M.

Clear and pleasant. Moderate to gentle breeze from N.E. by N. At 1.00 called Apprentices divisions to quarters and unpacked bags. At 1.30 sighted schooner G. W. standing to N.W. At 12.08 changed course to N.W. ported log 59.9. At close under fore, main and mizzen topmast staysails and all plain sail. Apprentices at the wheel.

George Black
Lieutenant U. S. N.

From 4 to 8 P. M.

Generally clear and pleasant. Gentle to moderate breeze from N.E. by N. Barometer falling. At 6.15 took in royals, flying jib, main and mizzen topmast staysails. At end of watch, under all plain sail to topgallant sails on course N.W. (pc) Apprentices at wheel. Pumped out the ship at 6.30.

Montgomery M. Hughes
Ensign U. S. N.

From 8 P. M. to Mid.

Partially cloudy and pleasant. Light air to light breeze from N.E. to E.N.E. At end of watch under all plain sail to topgallant sails with fore topmast staysails on course N.W.

Roger Chellis, Jr.
Ensign U. S. N.

W. B. Caperton
Commander, U. S. N., Mid.

N. D. Lockman
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport R.I. to Charleston, S.C.

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|------------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|----------------------------------|-------------------|---|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Hull. | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Height of Clear Sky, in fathoms. | State of the Sea. | |
| | | | | | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 1 | 5 | 3.5 | N. H. | E. by N. | 1-2 | 3-6 | 0 | 30.41 | 69 | 69 | 63 | 75 | b.c. | cir. cum. | 6 | 7 |
| 2 | 1 | 0 | 3.8 | " | " | 1 | 3-6 | 0 | 30.41 | 69 | 69 | 63 | 75 | " | " | 5 | " |
| 3 | 1 | 0 | 3.9 | " | South | 0-1 | 5 | 0 | 30.41 | 69 | 69 | 63 | 75 | " | " | 7 | " |
| 4 | 0 | 5 | 3.8 | " | " | 0-1 | 5 | 0 | 30.41 | 69 | 69 | 63 | 75 | " | " | 6 | " |
| 5 | 0 | 6 | 4.0 | " | " | 0-1 | 5 | 0 | 30.40 | 69 | 68 | 63 | 74 | " | " | 6 | " |
| 6 | 0 | 5 | " | Shut | N. H. | 0-1 | 5 | 0 | 30.40 | 69 | 67 | 63 | 73 | " | " | 6 | " |
| 7 | 0 | 5 | " | N. H. | Calms. | 0 | 5 | 0 | 30.40 | 69 | 67 | 63 | 73 | " | " | 7 | " |
| 8 | 1 | 2 | " | N. H. by N. | South | 0-1 | 5 | 0 | 30.40 | 70 | 68 | 63 | 73 | " | " | 8 | " |
| 9 | 1 | 0 | 4.0 | N. H. | " | 0-1 | 0 | 0 | 30.40 | 69 | 67 | 63 | 73 | " | " | 8 | " |
| 10 | 1 | 0 | " | " | " | 0-1 | 0 | 0 | 30.40 | 71 | 69 | 64 | 75 | " | " | 8 | " |
| 11 | 1 | 0 | " | " | " | 0-1 | 0 | 0 | 30.40 | 73 | 71 | 65 | 75 | " | " | 8 | " |
| Noon. | 0 | 5 | " | " | " | 0-1 | 0 | 0 | 30.38 | 73 | 71 | 65 | 75 | " | " | 8 | " |

5.3 - 7 Distance run by Log.

Course and distance made good since preceding noon by observations, N 55° W.

64 knots. tenths.

Position at Noon: Latitude by D. R. 28° 0' 26" N. " Longitude by D. R. 76° 0' 31" W. " Latitude by observations of ☉ 28° 0' 22" N. " Longitude by chronometer from Forenoon Observations of ☉ 76° 0' 30" W. "

Position at 5 A. M. Latitude by D. R. from Noon 28° 0' 19" N. " Longitude by Chronometer 76° 0' 29" W. "

Position at 5 P. M. Latitude by D. R. from Noon 28° 0' 26" N. " Longitude by Chronometer from afternoon observations 76° 0' 34" W. "

Current during the time, 4 knots tenths per hour, setting to the S. 13° E.

Error of the Compass by Azimuth ☉ observed at 7.30 A. M., ship's head N. 9° E. by N.

Deviation of the Compass by Azimuth ☉ observed at 7.30 A. M., ship's head 2° 08' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon, 700

Coal consumed during the preceding 24 hours, 147 - 1830

Coal remaining on hand at Noon,

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-------|----------|-----|-----|---|-------|----|----|----|----|-------|-----------|---|---|--|
| 1 | 0 | 6 | East | N. H. | S. E. | 0-1 | 5-7 | 0 | 30.37 | 75 | 73 | 66 | 76 | b. c. | cir. cum. | 9 | 7 | |
| 2 | 0 | 6 | " | " | S. E. | 0-1 | 5-7 | 0 | 30.37 | 75 | 74 | 67 | 76 | " | " | 9 | " | |
| 3 | 1 | 0 | " | " | East | 0-1 | 5-7 | 0 | 30.38 | 75 | 73 | 67 | 76 | " | " | 9 | " | |
| 4 | 1 | 0 | " | " | " | 0-1 | 5-7 | 0 | 30.39 | 75 | 73 | 67 | 76 | " | " | 9 | " | |
| 5 | 0 | 8 | " | " | S. N. E. | 0-1 | 3 | 1 | 30.39 | 74 | 72 | 67 | 76 | " | cir. cum. | 9 | " | |
| 6 | 0 | 8 | " | " | " | 0-1 | 3 | 1 | 30.39 | 73 | 72 | 66 | 76 | " | " | 9 | " | |
| 7 | 0 | 8 | " | " | " | 0-1 | 3 | 1 | 30.39 | 73 | 72 | 66 | 76 | " | shut | 5 | " | |
| 8 | 1 | 0 | " | " | S. E. | 0-1 | 3-6 | 0 | 30.39 | 72 | 71 | 65 | 76 | " | " | 7 | " | |
| 9 | 2 | 0 | " | " | South | 1 | 3-5 | 0 | 30.32 | 72 | 71 | 65 | 76 | " | " | 8 | " | |
| 10 | 2 | 0 | " | " | " | 1-2 | 3-5 | 0 | 30.32 | 72 | 71 | 65 | 76 | " | " | 9 | " | |
| 11 | 3 | 2 | " | " | " | 3 | 3-5 | 0 | 30.30 | 71 | 70 | 66 | 76 | " | " | 9 | " | |
| Mid. | 2 | 9 | " | " | " | 3 | 3-5 | 0 | 30.29 | 71 | 70 | 66 | 76 | " | " | 9 | " | |

under the command of

Commander F. W. Dickens
Sunday, April 1

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair and pleasant. Light air from E. by N. first two hours hauling around to South. At 1 o'clock took in spanker. At 3 o'clock braced around and hauled up port clew of mainsail. Lower N.W. (pt.) At end of watch ship under all plain sail to topgallant sails and fore topmast stayail, except spanker and weather clew of mainsail. Apprentices at the wheel. Moon rose at 3.20.

W. B. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Balm to light air from F.W. and South. Fair, warm and pleasant. Smooth sea. Set the royals at 7.15. At end of watch under fore topmast stayail and plain sail to royals except flying jib and spanker. Apprentices at the wheel.

J. R. Clark
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and clear. Balm to light air from South. At 9.30 mustered at quarters and ship and crew were inspected by Commanding Officer. They read Articles for the Government of the Navy and had General Muster. At 9.45 sighted steamer to N.W. standing for F.W. Bristol name, and she made J. B. K. D. At close of watch under fore topmast stayail and all plain sail. Lower N.W. Temperature of magazine 73° forward, 73° aft.

Montgomery W. Taylor
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and warm. Balm and light air from S.E. to East. Barometer rising. Under all plain sail to royals except spanker, on course N.W. Apprentices at wheel.

Roger C. Kellogg
Ensign U. S. N.

From 4 to 8 P.M.

Partially cloudy and pleasant. Light variable air from S.W. to S.E. At end of watch under all plain sail to royals except spanker, and with fore topmast stayail, on course N.W.

N. J. Colman
Ensign U. S. N.

From 8 P.M. to Mid.

Clear, cool and pleasant. Light air from S.E. hauling to South in gentle breeze. Bright starlight. Ship on her course N.W. (pt.) under fore topmast stayail and all plain sails to royals, except flying jib and spanker. Apprentices at the wheel. Barometer falling slowly.

W. B. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McAllister, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Newport R.I. to Charleston, S.C.

| Reading of Patent Log. | | | | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction of the Gale, by symbols. | State of the Gale. |
|------------------------|----------|----------|--------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|------------------------------------|--------------------|
| Hour. | Minutes. | Seconds. | Temperature. | | Direction by Standard Compass. | Force. | Head. | Lowest. | Height in inches. | Ther. at d. | Air, dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | 1 | 7 | | | | | | | | | | | | | | | |
| 1 | 3 | 1 | 4.0 | N. N. | S. by E. | 3 | 5 | 0 | 30.28 | 71 | 70 | 66 | 76 | b. c. | strat | 8 | S. |
| 2 | 2 | 7 | 6.7 | " | " | 3 | 5 | 0 | 30.28 | 71 | 70 | 66 | 76 | " | " | 8 | " |
| 3 | 2 | 5 | 9.2 | " | S. by N. | 3 | 5 | 1/2 | 30.27 | 71 | 70 | 66 | 76 | " | " | 9 | " |
| 4 | 2 | 7 | 11.9 | " | " | 3 | 5 | 1/2 | 30.24 | 71 | 70 | 66 | 76 | b. | none. | 10 | " |
| 5 | 3 | 6 | 15.5 | N. N. 1/4 S. | " | 3 | 3 | 1/2 | 30.27 | 71 | 70 | 67 | 74 | b. c. | cir. cum. | 6 | " |
| 6 | 4 | 1 | 19.6 | N. N. 1/4 S. | N. by E. | 3 | 3 | 1/2 | 30.26 | 71 | 70 | 67 | 74 | " | " | 5 | " |
| 7 | 3 | 8 | 23.4 | N. N. 1/4 S. | S. by N. | 3 | 3 | 1/2 | 30.26 | 71 | 70 | 67 | 71 | " | " | 6 | " |
| 8 | 4 | 6 | 28.0 | N. N. | " | 3 | 3 | 1/2 | 30.24 | 71 | 71 | 68 | 71 | " | " | 5 | " |
| 9 | 4 | 6 | 32.6 | N. N. 1/4 S. | N. E. | 3-4 | 5 | 1/2 | 30.25 | 72 | 69 | 69 | 71 | " | " | 6 | " |
| 10 | 4 | 6 | 37.2 | N. N. by N. | " | 3-4 | 5 | 1/2 | 30.22 | 72 | 69 | 69 | 72 | " | " | 7 | " |
| 11 | 3 | 9 | 41.1 | N. N. N. | N. by E. | 3-4 | 4 | 1/2 | 30.22 | 72 | 69 | 69 | 72 | " | " | 8 | " |
| Noon. | 5 | 1 | 46.2 | " | " | 3-4 | 3 | 1/2 | 30.21 | 72 | 68 | 68 | 73 | b. | none. | 10 | " |

62 0 Distance run by log

Course and distance made good since preceding noon by observations, N 25° E.

51 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 29° 08' N. " |
| | Longitude by D. R. | 77° 09' W. " |
| | Latitude by observations of ☉ | 29° 08' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 76° 54' W. " |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 28° 02' N. " |
| | Longitude by <i>Observation</i> ☉ | 76° 44' W. " |
| Position at 8 P. M. | Latitude by <i>D. R. from 4 P. M. Observation (Lunar)</i> | 29° 14' N. " |
| | Longitude by <i>Chronometer from afternoon Observation</i> ☉ | 77° 14' W. " |

Current during the time. 13 knots tenths per hour, setting to the East.

| | | |
|---|-------------|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | variation used, 0 |
| Water expended during the preceding 24 hours. | 400 | gallons. |
| Water during the preceding 24 hours. | " | " |
| Water remaining on hand fit for use at Noon. | 300 | " |
| Coal consumed during the preceding 24 hours. | tons 400 | lbs. |
| Coal remaining on hand at Noon. | 147 - 1430 | " |

| | | | | | | | | | | | | | | | | | |
|-------|---|---|------|--------------|-------------|-----|---|-----|-------|----|----|----|----|-------------|-----------|---|----|
| P. M. | | | | | | | | | | | | | | | | | |
| 1 | 6 | 1 | 52.3 | N. N. E. | N. by E. | 4-5 | 5 | 1/2 | 30.20 | 72 | 72 | 68 | 72 | b. c. | cir. cum. | 9 | S. |
| 2 | 6 | 7 | 57.0 | N. N. E. | N. E. | 4-5 | 7 | 1/2 | 30.15 | 72 | 72 | 67 | 73 | " | " | 8 | " |
| 3 | 6 | 3 | 65.3 | " | " | 4-5 | 7 | 1/2 | 30.15 | 71 | 72 | 67 | 73 | " | " | 7 | " |
| 4 | 0 | 2 | 68.5 | N. N. E. | N. N. E. | 4-5 | 7 | 3/4 | 30.13 | 71 | 73 | 69 | 73 | b. c. y. p. | cir. cum. | 5 | " |
| 5 | 5 | 5 | 73.0 | S. N. 1/4 E. | " | 4-5 | 7 | 3/4 | 30.13 | 71 | 73 | 69 | 73 | b. c. | cir. cum. | 8 | N. |
| 6 | 5 | 0 | 76.6 | S. N. by N. | N. N. by N. | 5-6 | 7 | 3/4 | 30.13 | 71 | 71 | 67 | 73 | " | " | 6 | " |
| 7 | 4 | 4 | " | " | " | 5 | 5 | 3/4 | 30.13 | 71 | 70 | 66 | 73 | " | " | 8 | " |
| 8 | 3 | 5 | " | S. N. 1/4 E. | N. N. E. | 5 | 5 | 3/4 | 30.14 | 71 | 70 | 66 | 73 | " | strat | 9 | " |
| 9 | 3 | 6 | " | N. by E. | " | 4-5 | 6 | 1 | 30.18 | 70 | 69 | 66 | 73 | " | " | 9 | " |
| 10 | 3 | 3 | 76.6 | N. N. 1/4 E. | North | 4-5 | 6 | 1 | 30.20 | 70 | 69 | 66 | 72 | " | cir. cum. | 9 | " |
| 11 | 3 | 4 | 78.6 | N. by N. | " | 4-5 | 6 | 1 | 30.21 | 70 | 69 | 66 | 71 | " | cir. cum. | 9 | " |
| Mid. | 3 | 0 | 78.6 | N. N. 1/4 E. | N. N. E. | 4-5 | 6 | 1 | 30.22 | 70 | 69 | 66 | 71 | " | " | 7 | " |

Commander J. H. Dickins
Monday, April 2

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from S.W. by S. first two hours, veering to S.W. by N. last two. Saw and pleasant. Bright starlight. Smooth sea. Moon rose at 4.00. Let spraker at 2.30. At end of watch under for topmast stayrail and plain sail to rigels except flying jib. Apprentices at the wheel.

From 4 to 8 A.M.

Clear and pleasant. Moonlight first hour. Gentle breeze from S.W. by N. and N. by E. At mid baffling first two hours. At 7.00 set flying jib. At close under for topmast stayrail and all plain sail in crew N.W. Apprentices at wheel. Passed much jiff used.

From 8 A.M. to Noon.

Clear and pleasant. Gentle to moderate breeze from N.W. to N. by E. Barometer falling. At 9.30 mustered at quarters. Crew 7.45 to 10.45 drilled all hands at sails and spars taking two lifts in topsails, two in foremast and one in mainmast, the apprentices passing earnings, then clocked at all lifts except the one in mainmast. At end of watch under all plain sail to rigels, with topmast and 2 single reef in the mainmast. Crew 10.45 to 11.45, the second watch had sails and spars and the 3rd watch had mainmast's seamanship, sailmaking and signals. Apprentices at wheel. At 12.00 started fire under boiler 4. Temperature of magazine 75° forward, 70° aft.

From Noon to 4 P.M.

Cloudy and pleasant with light showers of rain. Moderate to stiff breeze from N.W. by E. to N.W. Barometer falling. At 1.00 hauled down flying jib and at 2.50 took in rigels, topgallant sails and main topmast to a squall and was headed off to N.E. At 3.40 was ship and came to on starboard tack, heading S.W. by N., and made all plain sail to rigels except flying jib. At end of watch under all plain sail to rigels except flying jib, heading S.W. by N. At 1.00 changed course to N.W. by N. From 1.15 to 2.15 had drill as follows: 1st watch, coils and spraker; 2nd watch, mainmast's seamanship, sailmaking and signals; from 2.30 to 2.50, 1st watch, gunnery; 3rd watch, gunnery; from 3.30 to 4.00, first watch, heave, lead and log; 3rd watch, gymnastics. The second period was interrupted at 2.50 by a squall. Hauled fire under boiler 4.

From 4 to 8 P.M.

Generally clear and cool. Moderate to fresh breeze from N.W. heading to N.W. Lower N.W. 2 N. (45°) steering followed by on the starboard tack. At 5.00 took in and fished the rigels. At 6.10 took in and fished topgallant sails and took the single reef in topsails. At end of watch ship under jib, for topmast stayrail foremast, single reef in mainmast, spraker and two single reefs in topsails. Exchanged color with a Kingman Briguel at 6.45, standing to the S.E. Tow the coils in sight during watch. At 6.00 commenced distilling with hauled fire under boiler 4. Apprentices at the wheel.

From 8 P.M. to Midnight.

Moderate to stiff breeze veering from N.W. to N.E. Clear, cool and pleasant. Bright starlight. Barometer rising slowly. Full and by on starboard tack, under came out and at end of preceding watch. Distilling with fire hauled under boiler 4. Put on great log 10.10 reading 70 and hauled it in at 12.00 full with no wind. Apprentices at the wheel.

J. B. McAllister,
Lieutenant U. S. N. Navigator

Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Making passage from Newport R. I. to Charleston S. C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | State of the Sky, in 10ths. | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-----------------------------|-------------------|-------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| A. M. | 11 | 0 | | | | | | | | | | | | | | | |
| 1 | 3 | 2 | Hauled in | N. 3/4 E. | N. N. E. | 4-5 | 6 | 1 | 30.23 | 69 | 68 | 64 | 71 | bc. | cir. cum. | 7 | N. B. |
| 2 | 2 | 4 | " | N. 3/4 E. | N. E. by N. | 4-5 | 6 | 1 | 30.23 | 69 | 67 | 63 | 71 | " | " | 8 | " |
| 3 | 3 | 8 | " | " | " | 4-5 | 6 | 1 | 30.22 | 69 | 67 | 63 | 71 | " | " | 8 | " |
| 4 | 4 | 0 | " | " | " | 4-5 | 6 | 1 | 30.22 | 68 | 67 | 63 | 71 | " | " | 7 | " |
| 5 | 4 | 8 | 78.6 | " | " | 4-5 | 7 | 1/2 | 30.23 | 68 | 67 | 61 | 73 | " | cir. cum. | 8 | N. |
| 6 | 4 | 0 | 82.3 | " | " | 3-4 | 7 | 1/2 | 30.24 | 67 | 67 | 61 | 73 | " | " | 8 | " |
| 7 | 4 | 4 | 86.7 | " | N. E. | 3 | 7 | 1/2 | 30.24 | 68 | 67 | 61 | 74 | " | " | 7 | " |
| 8 | 3 | 5 | 90.2 | " | " | 3 | 5 | 0 | 30.26 | 68 | 68 | 63 | 73 | b. c. p. g. | 4 | " | |
| 9 | 7 | 2 | 97.4 | " | " | 6 | 5 | 0 | 30.26 | 70 | 69 | 65 | 74 | b. c. g. | cir. cum. | 3 | " |
| 10 | 6 | 7 | 4.1 | " | N. E. by E. | 5-6 | 5 | 0 | 30.30 | 71 | 69 | 65 | 75 | " | " | 3 | " |
| 11 | 2 | 0 | 11.3 | " | " | 6 | 5-9 | 0 | 30.30 | 71 | 70 | 66 | 76 | " | " | 3 | " |
| Noon. | 3 | 6 | 19.9 | " | " | 6 | 5-9 | 0 | 30.30 | 71 | 70 | 66 | 76 | " | " | 3 | " |

11.4-8 Distance run by log.

Course and distance made good since preceding noon by observations, N. 70° E.

| | | |
|---------------------|--|------------|
| Position at Noon: | Latitude by D. R. | 29° 40' N. |
| | Longitude by D. R. | 77° 24' W. |
| | Latitude by observations of ☉ | 29° 38' N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 78° 33' W. |
| Position at 8 A. M. | Latitude by D. R. from Noon | 29° 28' N. |
| | Longitude by observations ☉ | 78° 07' W. |
| Position at 8 P. M. | Latitude by D. R. from Noon & P. M. observations (Lunar) | 30° 35' N. |
| | Longitude by chronometer from afternoon observation ☉ | 79° 00' W. |

Current during the time, 8 knots tenths per hour, setting to the S 80° E.

Error of the Compass by Azimuth ☉ observed at 7.30 A. M., ship's head N. 3/4 E.

Deviation of the Compass by Azimuth ☉ observed at 7.30 A. M., ship's head "

Error of the Compass by Azimuth ☉ observed at , ship's head "

Deviation of the Compass by Azimuth ☉ observed at , ship's head "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

90 knots. tenths.

29° 40' N.

77° 24' W.

29° 38' N.

78° 33' W.

29° 28' N.

78° 07' W.

30° 35' N.

79° 00' W.

0° 15' E.

2° 55' W.

variation used, 0° 36' E.

variation used, 0

400 gallons.

460 "

350 "

1 tons 800 lbs.

146 " 630 "

| | | | | | | | | | | | | | | | | |
|-------|---|---|-----------|-------------|----------|-------|-------|-------|-------|----|----|----|--------|-----------|---|----|
| P. M. | 6 | 7 | 26.6 | N. E. by E. | 6 | 10-15 | 1/2 | 30.33 | 68 | 67 | 65 | 77 | bc. g. | cir. cum. | 4 | N. |
| 1 | 1 | 7 | 29.1 | N. E. by E. | 6 | 10-15 | 1/2 | 30.35 | 68 | 67 | 64 | 79 | " | " | 4 | " |
| 2 | 2 | 6 | 30.1 | N. E. by E. | 6 | 10-15 | 1/2 | 30.35 | 67 | 67 | 62 | 78 | bc. | " | 4 | " |
| 3 | 8 | 8 | Hauled in | " | " | 6 | 10-15 | 1/2 | 30.35 | 67 | 67 | 62 | 77 | " | 5 | " |
| 4 | 8 | 8 | " | " | " | 6 | 10-15 | 1/2 | 30.29 | 67 | 67 | 62 | 76 | " | 4 | " |
| 5 | 8 | 0 | " | " | " | 5-6 | 10-15 | 1/4 | 30.28 | 67 | 67 | 62 | 75 | " | 4 | " |
| 6 | 7 | 5 | " | " | E. by S. | 5-6 | 10-15 | 0 | 30.32 | 67 | 67 | 62 | 75 | " | 3 | " |
| 7 | 8 | 0 | " | " | " | 6 | 10-16 | 0 | 30.36 | 67 | 67 | 62 | 75 | " | 4 | " |
| 8 | 8 | 4 | " | " | " | 6 | 10-16 | 0 | 30.40 | 67 | 67 | 62 | 77 | " | 7 | " |
| 9 | 8 | 5 | " | " | " | 5-6 | 10-16 | 0 | 30.40 | 67 | 67 | 62 | 77 | " | 7 | " |
| 10 | 7 | 5 | " | " | " | 5-6 | 10-16 | 0 | 30.40 | 67 | 67 | 62 | 77 | " | 4 | " |
| 11 | 7 | 0 | " | " | " | 5-6 | 10-16 | 0 | 30.40 | 67 | 67 | 62 | 77 | " | 7 | " |
| Mid. | 6 | 8 | " | " | " | 5 | 10-15 | 0 | 30.40 | 67 | 67 | 64 | 77 | " | 7 | " |

under the command of

Commander F. W. Dickins
Tuesday April 3,

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Moderate to stiff breeze from S.W. and S.E. by S. At 2.45 sighted steamer's lights to N.W. stood across our bow to N.W. Distilling with fire banked under boiler A. Apprentices at wheel.

W. H. Young, M. S. G. S.

From 4 to 8 A.M.

Clear to cloudy with passing rain squalls last part of last hour. Breeze to moderate breeze from S.E. by S. to S.W. At 6.15 shot up out of topsails and set topgallant sails and royals. At 7.15 set main and mizzen topmast staysails and flying jib. At 8.00 took in royals main and mizzen topmast staysails and flying jib to a heavy squall. Came S.W. 1/4 S. (p.c.) Apprentices at the wheel. At 8.10 put on patent log reading 78.6. Distilling with banked fire under boiler A.

Ensign W. F. W.

From 8 A.M. to Noon.

Clear and pleasant. Fresh breeze from S.W. to S.E. Barometer steady. At 9.00 mustered at Quarters. From 9.45 to 10.30 had divisional drill; from 10.45 to 11.45, 1st watch marlinpike sailing and rigging; 3rd watch gunnery. At 10.40 set main topsail and main and mizzen topmast staysails. At 10.20 changed course to N.W., patent log reading 6.7. At 10.35 changed course to N.W. 1/4 S., patent log reading 8.3. At end of watch under all plain sail to topgallant sails (except single reef in mainmast), all topmast staysails and main topsail on course N.W. by S. Moderate sea from S.W. Apprentices at wheel. Distilling with banked fire under boiler A. Temperature of magazines 74° forward, 73° aft. Sec. Quinny (Lt. B. M.) reported the expiration of his term of enlistment.

Roger Welles Jr.
Ensign W. F. W.

From Noon to 4 P.M.

Fair and pleasant. Fresh breeze from S.E. by S. hauling to S.W. Course S.W. by S. (p.c.) until 12.45, when it was changed to S. N.W. 1/4 S.; then at 1.15 it was changed to S. by S. 1/4 S. (p.c.). The Apprentices were instructed as follows: 3rd period, 1.15 to 2.15, the 1st watch had sails and spars and the 2nd watch had marlinpike sailing and rigging; Fourth period, 2.20 to 3.15, the 1st watch had gunnery; fifth period, 3.30 until 4.00 clock, the 1st watch had helms, back and log and the 2nd watch omitted apprentices owing to sailing of ship. At 3 P.M. the ship was making 8.8 knots per hour and the propeller was making 32 revolutions, it being unaccounted at the forward clutch. At end of watch ship under same sail as at end of preceding watch. Sea moderate from S.W. Apprentices at the wheel steering ship. Distilling with fire banked under boiler A. Ship sailing easily to the sea. At 1.20 hauled in patent log, it being badly fouled with sea weed. Sec. Quinny (Lt. B. M.) was this day discharged by reason of expiration of term of enlistment.

N. A. Goldman
Ensign W. F. W.

From 4 to 8 P.M.

Stiff to fresh breeze coming from S.W. to S. by S. Cloudy with dark threatening appearance of sky to N.W. and N. first two hours, afterwards partly clearing. Sea becoming smoother. Barometer fell .06 suddenly during first hour and settled to rise at 6.00. Took in main and mizzen topmast staysails at 4.40. At end of watch under for topmast staysails and main topsail and plain sail to topgallant sails, except a single reef in the mainmast. Banked fire under boiler B at 7.30 and allowed fire under boiler A to die out, then being a bark in that boiler. Received many large patches of sea weed. By order of Commanding Officer changed course at 8.00 to S. N.W. per Standard. Apprentices at the wheel.

W. R. R. R. R.
Lieutenant W. F. W.

From 8 P.M. to Midnight.

Clear and pleasant. Fresh to stiff breeze from S. by S, S.E. and S.E. by S. At dawn clouding up to S.W. N. At 1.00 under for topmast staysail, main topsail and plain sail to topgallant sail, with a single reef in the mainmast, on course S. N.W. Fire under boiler B.

Examined and found to be correct.

Lieutenant W. F. W.

W. H. Young, M. S. G. S.

Ensign W. F. W.

J. B. McIlhenny,
Lieutenant W. F. W. Chandler

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R. I. to Charleston, S. C. and at Anchor off Tybee Channel, Charleston, S. C.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER | | TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Height of Clouds, by symbols. | Direction of Surface Current. | State of the Sea. | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------|-------------|---------------|---------------|-----------------------------------|-----------------------------|-------------------------------|-------------------------------|-------------------|-------------------|----|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | | | | | | Water at Surface. | |
| A. M. | 96 | 5 | | | | | | | | | | | | | | | | | | |
| 1 | 6 | 8 | Head in | N. N. W. | SE. | | 5 | 5-8 | 0 | 30.39 | 68 | 68 | 64 | 77 | b.c. | | | cir-cum. | 3 | M. |
| 2 | 6 | 0 | " | " | " | | 4-5 | 5-8 | 0 | 30.37 | 68 | 68 | 65 | 77 | " | " | " | " | 6 | " |
| 3 | 5 | 6 | " | " | SE. by E. | | 4-5 | 5-8 | 0 | 30.36 | 68 | 68 | 66 | 76 | " | " | " | " | 7 | " |
| 4 | 6 | 0 | 34.4 | " | SE. | | 4-5 | 10. | 0 | 30.34 | 68 | 68 | 66 | 75 | " | " | " | " | 2 | " |
| 5 | 6 | 4 | 34.9 | " | " | | 4-5 | 10. | 0 | 30.31 | 69 | 68 | 66 | 74 | " | " | " | cum. | 2 | " |
| 6 | 5 | 6 | 40.5 | " | " | | 4-5 | 10. | 0 | 30.31 | 69 | 68 | 67 | 73 | b.c.p. | " | " | " | 2 | " |
| 7 | 6 | 0 | 46.5 | " | S. by E. | | 4-5 | 10. | 0 | 30.31 | 69 | 69 | 67 | 71 | b.c. | | | cum. mist. | 1 | " |
| 8 | 6 | 2 | 52.7 | " | " | | 5-3 | 10. | 0 | 30.31 | 69 | 69 | 67 | 70 | o.c.p. | " | " | " | 0 | " |
| 9 | 6 | 3 | 59.0 | " | " | | 3-4 | 5-7 | 0 | 30.31 | 68 | 67 | 66 | 69 | " | " | " | cum. | 0 | " |
| 10 | 5 | 6 | 64.6 | " | N. N. W. by W. | | 3-4 | 5-7 | 0 | 30.32 | 66 | 67 | 66 | 69 | " | " | " | cumant. | 0 | " |
| 11 | 2 | 9 | 68.5 | " | N. by W. | | 3 | 5-7 | 0 | 30.32 | 66 | 67 | 66 | 69 | b.c.p. | " | " | " | 4 | " |
| Noon. | 4 | 6 | 73.1 | " | " | | 3 | 5-7 | 0 | 30.32 | 66 | 67 | 66 | 69 | " | " | " | cum. | 5 | " |

165.5 Distance run by Log.

Course and distance made good since preceding noon by observations, N. 18° W.

| | | 174 knots. | tenths. |
|---------------------|--|------------|---------|
| Position at Noon: | Latitude by D. R. | 32° 00' N. | " |
| | Longitude by D. R. | 79° 04' W. | " |
| | Latitude by observations of ☉ | 32° 24' N. | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 79° 03' W. | " |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 31° 04' N. | " |
| | Longitude by <i>D. R.</i> | 79° 35' W. | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, 2.4 knots tenths per hour, setting to the N. 30° E.

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

| | | | | | | | | | | | | | | | | | |
|-------|---|---|-----------|---------------------------|----------------|-----|---|---|-------|----|----|----|----|---------------|-----------|---|----|
| P. M. | 0 | 9 | 73.5 | N. N. W. | S. S. W. | 4 | 5 | 0 | 30.25 | 66 | 69 | 69 | 64 | b.c. | cir. atak | 7 | M. |
| 1 | 4 | 5 | 77.6 | N. N. to N. | " | 4 | 5 | 0 | 30.22 | 69 | 70 | 70 | 64 | " | " | 7 | |
| 2 | 5 | 6 | 83.7 | " | " | 4 | 5 | 0 | 30.20 | 70 | 70 | 70 | 64 | " | " | 7 | " |
| 3 | 2 | 1 | 85.8 | " | " | 4 | 5 | 0 | 30.20 | 70 | 70 | 70 | 64 | " | " | 7 | " |
| 3 | 3 | 2 | 89.0 | Boarding in for anchorage | " | 4 | 0 | 0 | 30.20 | 66 | 68 | 67 | 64 | " | " | 5 | " |
| 4 | 4 | 0 | Head in | N. E. | " | 4 | | | 30.18 | 66 | 68 | 67 | 64 | b.c. cum. | " | 3 | " |
| 5 | | | At anchor | S. N. | N. N. to S. N. | 4-6 | | | 30.17 | 67 | 68 | 67 | 64 | b.c. t. h. v. | cum. mist | 2 | |
| 6 | | | | S. N. | S. S. W. | 4 | | | 30.17 | 67 | 68 | 67 | 64 | o. c. d. b. | cum. atak | 0 | |
| 7 | | | | " | " | 3 | | | 30.18 | 67 | 68 | 67 | 64 | b. c. b. | mist | 8 | |
| 8 | | | | " | " | 3 | | | 30.16 | 67 | 68 | 67 | 64 | " | " | 8 | |
| 9 | | | | S. N. by W. | S. N. by W. | 3 | | | 30.14 | 66 | 67 | 66 | 64 | " | " | 7 | |
| 10 | | | | N. S. W. | N. S. W. | 2-3 | | | 30.12 | 66 | 67 | 66 | 64 | " | " | 7 | |
| 11 | | | | " | " | 2-3 | | | 30.12 | 66 | 67 | 66 | 64 | " | " | 7 | |
| Mid. | | | | " | " | 2-3 | | | 30.12 | 66 | 67 | 66 | 64 | " | " | 7 | |

under the command of

Commander F. H. Dickins
Wednesday, April 4

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Moderate to stiff breeze from S.E. to S.S.E. Barometer falling. At 3.00 took in trysail and at 3.40 jib and spanker. At end of watch under square sail to topgallant sails, with a single reef in mainmast, and fore topmast stay sail, on courses N. N.W. (g). At 4.00 in sounding lead a recorder and depth recorder. At 4.00 sounded in 61 fathoms, no bottom. Apprehensive at wheel. Distilling with banked fire under boiler B.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy, with light showers of rain at times. Stiff to gentle breeze from S.E. to S.S.E. Barometer steady. At 5 o'clock set signals. Took the following soundings: at 6 o'clock, 50 fathoms, brown bottom, black specks; at 7 o'clock, 36 fathoms, grey sand black and yellow specks. At 8 o'clock, 17 fathoms coarse sand, gravel and broken shells. At end of watch under fore topmast stay sail and all square sail to single on courses N. N.W. Distilling with banked fire under boiler B.

N. A. Holman
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy with passing showers first three hours, clearing last hour. Gentle to moderate breeze from S by E. morning to N. N.W. At 8.00 changed courses to N. N.W. to N. and at 10.00 changed again to N.W. by E (g). At 10.00 set main and mizzen topmast stay sails and at 10.30 set flying jib main trysail and spanker. Omitted the former instructions for apprehensive on account of wet weather. Several sails and stammers in sight during watch. At end of watch ship under all plain sail to signals, with fore main and mizzen topmast stay sails and main trysail, except one reef in mainmast. Apprehensive at the wheel. Distilling with banked fire under boiler B. Took the following soundings during the watch with Sir William Thomson's Machine: - at 9 o'clock got 14 fathoms grey sand and black specks; at 9.30 got 11 1/2 fathoms same specimen; at 10 got 10 fathoms; at 10.30, 10 fathoms; at 11.00, 9 1/2 fathoms; at 11.30, 9 fathoms and at 12 (noon) 8 1/2 fathoms with same specimen of bottom at all soundings. Temperature of mercury 70° found 73° at. Gradually in P.M. by Charles Band of Perry & Co. Brass Works, Contractors to the U.S. Navy, and Band of Temperatures, U.S. Navy, and Band of Temperatures, U.S. Navy. The thermometer was checked at Armstrong's No. 1 class for this year. From 8.00 to 11.00.

W. H. Caperton
Lieutenant U. S. N.

Moderate breeze from S.S.W. Fair and pleasant. At 12.10 changed courses to N.W. by E, put out log reading 73.5. Took the following soundings: at 1.00, 11 fathoms yellow clay; 1.30, 9 fathoms, grey sand; 2.00, 9 fathoms, broken shell; 2.30, 7 fathoms, grey sand, black specks. At 2.30 sighted land eight ahead. At 2.30 sighted Charleston Light house, bearing (g). N. N.W. by E. Changed courses at same time to N.W. by E, put out log reading 80.3. After 2.30 standing in for anchorage near light ship. Commanding Officer coming: coming frequently. At 3.00 braced the jacks at the fore and aft equal for a pilot, made at the stern. Called all hands being ship to anchor at 3.05 and took in topgallant sails, eyes and flying jib. Took in the main and mizzen topmast stay sails and spanker at 2.45 and hauled up the courses at 3.45. From 3.45 to 3.50 with fore trysail to the mast & under a pilot boat. Hauled in put out log at 3.50, reading 89.4. Apprehensive at the wheel until 3.00. From 1.15 to 2.15, sustained 3rd watch at circle and again 3rd watch at mainmast, anchoring and signals. From 2.30 to 3.00 sustained 2nd and 3rd watches in gunnery. Omitted 3rd pairs of instruction. All hands being called to bring ship to anchor. Distilling with banked fire under boiler B.

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear low threatening, near two hours raining, with thunder and lightning, last hour clearing. Gentle to stiff breeze from N.W. to N. and S.S.W. At 4.15 put S. Breeze from pilot boat N. H. Breeze of Charleston came aboard. At 4.15 let go starboard anchor in 6 fathoms water, rising to 50 fathoms clear sandy bottom. Breeze of anchorage, Charleston Light N. N.W. by E (g) and Light ship at 5.15. At 4.15 put out sail. At close about 30 minutes. Breeze of ship 10 feet 2 inches forward 10 feet 2 inches aft. Distilling with banked fire under boiler B.

Montgomery W. Taylor
Ensign U. S. N.

From 8 P.M. to Midnight.

Cloudy with lightning in South Western horizon. Gentle to light breeze from S.W. by N. S.W. Barometer falling. At 11.00 started. Examined and found to be correct fire in boilers C and D. Distilling with banked fire under boiler B.

Roger Welles, Jr.
Ensign U. S. N.

J. B. Mutton
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor off Swash Channel and in the Harbor of Charleston, S.C.

| | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | | | | |
|---------------------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|---------|-------------------|-------|----|---------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | | | Therm. air'd. | Airs Dry Bulb. | Airs Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky, in fths. | State of the Sea. |
| | | | | | | | | | | | | | | | | | | | |
| A. M. <i>Tide Current</i> | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 6 | <i>Ebb</i> | <i>S. by E.</i> | <i>N. by E.</i> | 2-3 | | | | 30.13 | 65 | 64 | 63 | | | <i>b. c. l.</i> | <i>cum. med.</i> | <i>7</i> | |
| 2 | 0 | 6 | " | <i>South</i> | " | 2-3 | | | | 30.15 | 65 | 64 | 63 | | | " | " | <i>7</i> | |
| 3 | 0 | 6 | " | " | " | 2-3 | | | | 30.15 | 65 | 64 | 63 | | | " | " | <i>7</i> | |
| 4 | 0 | 6 | " | <i>S. by W.</i> | " | 2-3 | | | | 30.15 | 65 | 64 | 63 | | | " | " | <i>7</i> | |
| 5 | 0 | 6 | " | <i>S. by W.</i> | " | 3 | | | | 30.15 | 65 | 64 | 63 | | | <i>o. c. w.</i> | " | <i>0</i> | |
| 6 | 0 | 3 | " | <i>S. by S.</i> | " | 2-3 | | | | 30.15 | 66 | 64 | 63 | | | <i>o. c. p.</i> | " | <i>0</i> | |
| 7 | 0 | 3 | " | <i>S. by S.</i> | " | 2-3 | | | | 30.16 | 64 | 64 | 63 | | | <i>o. c. w.</i> | " | <i>0</i> | |
| 8 | 0 | 4 | " | <i>N. by E.</i> | <i>West.</i> | 2 | | | | 30.17 | 64 | 64 | 63 | | | " | <i>sw. cum.</i> | <i>0</i> | |
| 9 | 0 | 6 | " | <i>N. by E.</i> | <i>N. by E.</i> | 2 | | | | 30.19 | 65 | 65 | 64 | | | <i>b. c. w.</i> | <i>sw. cum.</i> | <i>4</i> | |
| 10 | 0 | 4 | " | " | " | 1-2 | | | | 30.21 | 65 | 65 | 64 | | | <i>o. c. w.</i> | <i>pass. med.</i> | <i>0</i> | |
| 11 | 0 | 4 | " | " | " | 1-2 | | | | 30.22 | 65 | 65 | 64 | | | " | " | <i>0</i> | |
| Noon. | 0 | 4 | " | " | " | 1 | | | | 30.23 | 65 | 65 | 64 | | | <i>o. o.</i> | " | <i>0</i> | |

20.3 Distance run by log

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

450 gallons.

800 "

1100 "

2 tons 800 lbs.

142 - 1190 "

| P. M. | | | | | | | | | | | | | | | | |
|-------|-----------|---|-------------------|-------------|-----|-------|----|----|----|----------|------------|----|--|--|--|--|
| 1 | 0 | 2 | West | S. W. | 2-3 | 30.22 | 66 | 65 | 64 | b. c. p. | pass. cum. | 2 | | | | |
| 2 | 0 | 3 | S. W. | " | 2-3 | 30.21 | 67 | 67 | 65 | b. c. | sw. cum. | 4 | | | | |
| 3 | 0 | 5 | Flood | South | 3-4 | 30.20 | 67 | 67 | 65 | " | " | 4 | | | | |
| 4 | 0 | 8 | " | " | 3 | 30.19 | 67 | 67 | 65 | " | " | 5 | | | | |
| 5 | Underway | | Standing into | " | 3 | 30.18 | 68 | 68 | 63 | " | pass. cum. | 4 | | | | |
| 6 | | | Charleston Harbor | " | 3 | 30.18 | 67 | 65 | 63 | " | " | 4 | | | | |
| 7 | At anchor | | Small | " | 3 | 30.18 | 67 | 65 | 63 | " | " | 1 | | | | |
| 8 | 0 | 2 | Ebb | S. by W. | 2 | 30.17 | 65 | 64 | 63 | b. w. | sw. cum. | 10 | | | | |
| 9 | 0 | 2 | " | N. by W. | 2 | 30.20 | 65 | 64 | 61 | " | " | 10 | | | | |
| 10 | 1 | 4 | Wind | N. W. by N. | 3 | 30.21 | 65 | 64 | 61 | b. | " | 10 | | | | |
| 11 | 1 | 4 | " | " | 3 | 30.22 | 65 | 64 | 61 | " | " | 10 | | | | |
| Mid. | 1 | 8 | " | S. by W. | 3 | 30.22 | 65 | 64 | 61 | " | " | 10 | | | | |

under the command of

Commander F. W. Dickens
Thursday, April 5

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and damp. Light to gentle breeze from N.E. Ship riding to wind and tide. Bunked fire under boiler B. Distilling. Fire under boilers C. and D.

N. A. Lockman
Ensign U. S. N.

From 4 to 8 A.M.

Overcast and cloudy, with light passing showers about 5 A.M. Light to gentle breeze from N.E., veering to West. Moderate swell from S.E. At 5 A.M. made preparations for getting underway and hove in to 45 fathoms chain, but owing to the swell, the pilot was unwilling to take the ship over the Charleston bar, consequently the fire was backed, after turning over the engines and everything secured again. High water on the bar at 6.20 A.M. Distilling with fire backed under boiler C. & D.

W. H. Caperton
Lieutenant U. S. N.

From 8 A.M. to Merid.

Light air to light breeze from N. by N. Overcast. Moderate swell from S. Ship riding to ebb tide. Mustered crew at quarters at 9.30. At 9.40 called all hands and hoisted sail to dry. From 10.40 to 11.40 exercised 1st watch at infantry and 3rd watch at revolvers. Continued examination of apparatus of 2nd watch. Sent whale boat ashore in tow of tug 'Confidence' to take and bring mail. Fire backed under boilers B, C and D. Distilling. Temperature of magazines 78° forward, 72° aft. By order of Commanding Officer (B. M. L.) was voted to ship provisions from this date.

J. R. Beach
Lieutenant U. S. N.

From Merid. to 4 P.M.

Overcast, light squalls of rain twice during watch. Gentle to moderate breeze from S.W. From 1.15 to 2.15 drilled 2nd and 3rd watches at infantry. Bunked fire under boilers B, C, and D. Distilling.

Montgomery W. Taylor
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy. Gentle breeze from S.W. Barometer falling. At 4.40 called all hands up anchor, got underway at 4.50 and stood into Charleston Harbor, Pilot J. Bringle coming the ship. Dipped our colors to a Revenue Cutter passing into the Harbor. At 5.44 passed over the bar in French Channel with 20 fathoms of water. At 6.49 came to anchor in 16 fathoms water, sand with mud bottom, owing to 45 fathoms of chain on port anchor. Breaming of anchorage Charleston Light S. E. (p. c.), St. Phillips Church N. E. 1/2 N. (p. c.), Ship and South Allround the fire to die out in boiler C and D. Distilling with bunked fire under boiler B.

Roger Uller Jr.
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Bright starlight. Light to gentle breeze from S.W. to Cal. Barometer rising. Backed fire under boiler B. Distilling.

N. F. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of Charleston, S.C.

Third Rate,

| Hour. | Knots | Tenths | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction and Force of Surface Wind. | State of the Sea. |
|---------------------|------------------|--------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|--------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d°. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. Tidal Current | | | | Ship's head. | | | | | | | | | | | | | | |
| 1 | 1 | 9 | Ebb | N. N. W. | N. W. | | 3-4 | | | 30.22 | 65 | 64 | 61 | b. g. | none | 10 | | |
| 2 | 1 | 6 | " | N. by W. | N. N. W. | | 3-4 | | | 30.25 | 61 | 60 | 52 | " | " | 10 | | |
| 3 | 1 | 0 | " | North | North | | 3-4 | | | 30.26 | 60 | 59 | 51 | " | " | 10 | | |
| 4 | 1 | 0 | " | " | " | | 3-4 | | | 30.27 | 59 | 59 | 51 | " | " | 10 | | |
| 5 | Surging to flood | | | | | | 4 | | | 30.29 | 58 | 58 | 51 | b. g. | cum. | 9 | | |
| 6 | 0 | 8 | Black | E by S. | " | | 4-5 | | | 30.32 | 55 | 56 | 50 | " | cir. strat. | 8 | | |
| 7 | 0 | 8 | " | East | " | | 5 | | | 30.35 | 56 | 55 | 50 | " | " | 8 | | |
| 8 | 0 | 6 | " | N. E. | " | | 4-6 | | | 30.40 | 55 | 57 | 51 | " | " | 7 | | |
| 9 | 0 | 6 | " | S. by E. | " | | 3-4 | | | 30.40 | 55 | 57 | 51 | " | " | 8 | | |
| 10 | 0 | 4 | " | North | " | | 3-4 | | | 30.44 | 56 | 56 | 49 | b. | none | 10 | | |
| 11 | 0 | 4 | " | " | S. by E. | | 3 | | | 30.46 | 60 | 58 | 49 | " | " | 10 | | |
| Noon. | 0 | 7 | " | " | North | | 3 | | | 30.43 | 60 | 59 | 49 | " | " | 10 | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

460 gallons.

Water distilled during the preceding 24 hours,

800 "

Water remaining on hand fit for use at Noon,

1440 "

Coal consumed during the preceding 24 hours,

2 tons 240 lbs.

Coal remaining on hand at Noon,

140 " 950 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|-----------------|---|--|-------------|-------------|--|-----|--|--|-------|----|----|----|--|-------|-------------|----|--|
| 1 | 0 | 8 | | North | North | | 3-4 | | | 30.43 | 61 | 59 | 51 | | b. | none | 10 | |
| 2 | 0 | 9 | | " | " | | 2 | | | 30.41 | 63 | 61 | 54 | | " | " | 10 | |
| 3 | 0 | 4 | | S. by E. | S. by E. | | 2 | | | 30.43 | 64 | 62 | 56 | | " | " | 10 | |
| 4 | Black water | | | S. E. by E. | " | | 2 | | | 30.40 | 64 | 62 | 56 | | " | " | 10 | |
| 5 | 0 | 3 | | S. E. | S. E. by E. | | 2-3 | | | 30.39 | 64 | 62 | 56 | | b. c. | cir. strat. | 9 | |
| 6 | 0 | 9 | | South | S. by W. | | 2-3 | | | 30.36 | 61 | 62 | 56 | | " | " | 9 | |
| 7 | 1 | 0 | | " | S. E. | | 2-3 | | | 30.35 | 61 | 62 | 56 | | " | cum. strat. | 9 | |
| 8 | 1 | 0 | | S. by E. | " | | 2-3 | | | 30.28 | 59 | 60 | 54 | | b. | none | 10 | |
| 9 | 0 | 8 | | South | " | | 2-3 | | | 30.29 | 58 | 59 | 54 | | " | " | 10 | |
| 10 | Surging to Ebb. | | | | | | 2-3 | | | 30.34 | 58 | 59 | 54 | | " | " | 10 | |
| 11 | 0 | 8 | | S. by W. | " | | 3 | | | 30.40 | 59 | 58 | 54 | | " | " | 10 | |
| Mid. | 1 | 0 | | " | " | | 2-3 | | | 30.44 | 59 | 58 | 54 | | " | " | 10 | |

under the command of

Commander F. W. Dickens
Friday, April 6

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear, cool and equally. Gentle to moderate breeze in squalls from N. W. running to North. Temperature falling. Bright starlight. Ship riding to the old tide. Distilling with banked fires under boiler B.

W. R. Raperton,
Lieutenant U. S. N.

From 4 to 8 A. M.

Moderate to fresh breeze blowing in squalls from North. Fair and cool. Barometer rising. Side turned flood about. Distilling with banked fires under boiler B. Received in Day Dept. 106 lbs fresh beef, 106 lbs fresh vegetables and 85 lbs. fresh bread. Draft of ship 14 feet 2 inches forward, 16 feet 6 inches aft.

J. B. Moilton,
Lieutenant U. S. N.

From 8 A. M. to Noon.

Gentle to moderate breeze from N by E. and North. Clear and pleasant. At 9.30 went to quarters for inspection. At 9.36 called. Clear ship for Action and down royal yards, rigged in lower booms, lowered cutters, and made preparations in 35 minutes. At 10.00 sounded call to General Quarters, divisions reported as follows: Forward Powder 10.02; After Powder 10.03; 1st division, 10.04; 2nd division, 10.05; 3rd division, 10.05. Navigators 10.05. Commenced exercising at 10.10, ceased at 10.25. James O'Brien (Ch. M. at A), straggler returned on board, not to do duty as Master at Arms, pending investigation. Ensign M. M. Taylor, representing the Commanding Officer paid an official visit to the Mayor of Charleston. 2nd period at 10.45 sent down topgallant yards and unbrut light sails. Distilling with fires banked under boiler B. Temperature of magazines 72° forward, 70° aft.

J. B. Moilton,
Lieutenant U. S. N.

From Noon to 4 P. M.

Clear and pleasant. Moderate breeze from North to light breeze from N by E. Barometer falling. At 1.00 all the Deck Hatches drew monthly money and were given liberty. The Band Hotel were given their bags and the Band Hotel were sent out in the cutters to quarters pulling and sailing. At 1.40 the Commanding Officer with Ensign Taylor and, left the ship to call officially upon the Mayor of Charleston, the Collector of Port and the Carolina Yacht Club. Distilling with fires banked under boiler B. At 3.30 slack low water. George J. Finkgate, Paymaster's Clerk reported for duty in obedience to orders of March 21 from Army Department.

Roger Welles, Jr.,
Ensign U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Light to gentle breeze from N by E. to S. S. W. Distilling. Banked fires under boiler B. At 6.35 sent down topgallant masts. The Commanding Officer of this ship returned from paying an official visit to the Mayor (previous) of Charleston, Collector of Port and Carolina Yacht Club. Thirty party of approximately returned aboard.

H. J. Colman,
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear and cool. Bright starlight. Light to gentle breeze from S. S. W. At 10.15 running to the old tide. Sent a party of approximately ashore at 7.20 to attend the opera. Distilling with fires banked under boiler B.

W. R. Raperton,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Moilton,
Lieutenant U. S. N. Navigator,

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of Charleston, S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Barometer. | TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction of Clear Sky, in fathoms. | State of the Sea. |
|----------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------|-------------------|----------------------------|-----------------------------------|-----------------------------|-------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at 4° Air, Dry Bulb. | | | | |
| Tidal Current. | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | |
| 1 | 1 | 5 | Ebb. | N. by E. | S. S. W. | 1 | | 30.42 | 58 | 57 | 54 | b. w. | none 10 |
| 2 | 1 | 4 | - | North | Calms | 0 | | 30.40 | 58 | 57 | 54 | " | " 10 |
| 3 | 1 | 4 | - | S. N. E. | " | 0 | | 30.39 | 56 | 56 | 54 | " | " 10 |
| 4 | 0 | 3 | - | " | S. S. W. | 0-1 | | 30.38 | 56 | 56 | 54 | " | " 10 |
| 5 | 0 | 8 | - | S. by E. | Calms | 0 | | 30.27 | 54 | 55 | 54 | b. c. | curr. 9 |
| 6 | 1 | 0 | - | S. E. | South | 0-1 | | 30.39 | 57 | 55 | 52 | " | cir. 7 |
| 7 | 0 | 7 | - | S. E. by S. | S. E. by S. | 0-1 | | 30.39 | 59 | 57 | 53 | " | cir. curr. 6 |
| 8 | 0 | 3 | - | S. E. | " | 0-1 | | 30.41 | 61 | 59 | 54 | " | cir. 6 |
| 9 | 0 | 4 | Strong | " | S. E. | 1-2 | | 30.45 | 64 | 61 | 55 | " | cir. at anchor 9 |
| 10 | 0 | 2 | to | S. by N. | " | 1-2 | | 30.45 | 65 | 62 | 56 | " | " 9 |
| 11 | 0 | 5 | Ebb. | N. S. W. | " | 1-2 | | 30.44 | 65 | 62 | 56 | " | " 9 |
| Noon. | 1 | 0 | - | North | " | 2-3 | | 30.42 | 65 | 62 | 56 | " | " 9 |

Course and distance made good since preceding noon by observations,

| | knots. | tenths |
|--|--------|--------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |

| | | | |
|---------------------|--------------|---|---|
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at Noon, 1890 "

Coal consumed during the preceding 24 hours, 800 lbs.

Coal remaining on hand at Noon, 139 " 150 "

| P. M. | | | | | | | | | | | | | |
|-------|---|---|-----------|----------|----------|-----|--|-------|----|----|----|-------|--------------------|
| 1 | 1 | 0 | Ebb. | North | S. S. W. | 3 | | 30.42 | 68 | 65 | 60 | b. c. | cir. stat. curr. 9 |
| 2 | 1 | 0 | " | " | " | 4 | | 30.40 | 69 | 67 | 61 | " | " 9 |
| 3 | 1 | 0 | " | " | " | 4 | | 30.36 | 69 | 67 | 61 | " | " 9 |
| 4 | | | Back | S. S. E. | " | 4 | | 30.34 | 68 | 69 | 61 | " | cir. curr. 8 |
| 5 | 0 | 5 | Strong. | South | " | 2-3 | | 30.32 | 68 | 69 | 62 | " | " 9 |
| 6 | 0 | 9 | " | " | " | 2-3 | | 30.29 | 66 | 66 | 60 | " | " 9 |
| 7 | 0 | 3 | " | " | " | 2 | | 30.26 | 65 | 64 | 60 | b. c. | none 10 |
| 8 | 0 | 6 | " | " | " | 1 | | 30.26 | 65 | 64 | 61 | " | " 10 |
| 9 | 0 | 5 | " | " | " | 1 | | 30.27 | 65 | 64 | 61 | " | " 10 |
| 10 | 0 | 4 | " | S. N. W. | " | 1-2 | | 30.27 | 64 | 63 | 61 | " | " 10 |
| 11 | 0 | 5 | Strong to | West | S. N. W. | 2 | | 30.26 | 64 | 63 | 61 | " | " 10 |
| Mid. | 0 | 9 | Ebb. | S. S. W. | " | 2-3 | | 30.26 | 64 | 63 | 61 | " | " 10 |

under the command of

Commander F. W. Dickins
Saturday, April 7.

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Light air from S. W. and Calms. Clear and cool. Bright starlight.
Heavy dew. Ship riding to ebb tide. Distilling with fire banked under boiler B.

Quartermaster
Lieutenant W. F. N.

From 4 to 8 P. M.

Clear and damp. Calm to light air from South to S. E. by E. Sent up topgallant mast and crossed topgallant yard at 7 30. Distilling with banked fire under boiler B.

N. A. Colman
Ensign W. F. N.

From 8 A. M. to Noon

Clear and pleasant. Light air to gentle breeze from S. E. Barometer falling. The Commanding Officer of the Coast Survey Steamer *Becker* called officially upon the Commanding Officer of this ship. The *Pyraetia* issued monthly money to the crew and apprentices. Received at 8 15, 85 lbs. bread, 106 1/2 lbs. vegetables, 106 1/2 lbs. beef which passed inspection. At 10 30 ship swung to Ebb tide. Distilling with banked fire under boiler B. Aided loading and cleared ship. Temperature of magazine 72° forward, 70° aft.

Roger Chelles, Jr.
Ensign W. F. N.

From Noon to 4 P. M.

Clear and pleasant. Gentle to moderate breeze from S. W. Barometer falling. The Mayor and the Mayor pro tem and City Clerk of City of Charleston paid an official visit to this ship. Liberty party of boys and men left the ship. Distilling with banked fire under boiler B. All the officers and crew were on deck to receive the Mayor.

N. A. Colman
Ensign W. F. N.

From 4 to 8 P. M.

Clear, cool and pleasant. Light air and gentle breeze from S. W. Swung to the flood tide at +20. Sent down royal yards at sunset. Sent a party of apprentices to the theatre ashore. Received on board for distribution to crew to-morrow in the Department of Supplies and Accounts, 106 1/2 lbs. fresh beef, 106 1/2 lbs. of vegetables and 85 lbs. of bread. Distilling with fire banked under boiler B.

W. R. Caperton
Lieutenant W. F. N.

From 8 P. M. to Midnight

Light air to gentle breeze from S. W. and S. W. Clear and cool. Swung to ebb tide at 11 20. Apprentices liberty party returned except J. Pick, J. J. Orell, J. Lerity and J. Drummey. Distilling with fire banked under boiler B.

Quartermaster
Lieutenant W. F. N.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant W. F. N.

LOG of the UNITED STATES

Ship *Essex*
At anchor in the Harbor of Charleston, S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
|-------|-------------------------|---------|------------------------|-------------------------------------|--------------------------------|-----|--------|-------|---------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| | | | | <i>Ship's head.</i> | | | | | | | | | | | | | |
| A. M. | <i>Tidal Current</i> | | | | | | | | | | | | | | | | |
| 1 | 1 | 8 | Ebb. | N by N. | S.W. | 2-3 | | | | 30.26 | 62 | 62 | 61 | b. | none | 10 | |
| 2 | 1 | 8 | " | N.W. | " | 2-3 | | | | 30.26 | 62 | 62 | 61 | " | " | 10 | |
| 3 | 1 | 8 | " | " | " | 2-3 | | | | 30.26 | 62 | 62 | 61 | " | " | 10 | |
| 4 | 1 | 5 | " | " | " | 3 | | | | 30.26 | 62 | 62 | 61 | " | " | 10 | |
| 5 | <i>Surging to flood</i> | | | S.W. by N. | " | 2-3 | | | | 30.26 | 62 | 62 | 61 | " | " | 10 | |
| 6 | 1 | 0 | <i>Flood</i> | S by N. | " | 3 | | | | 30.27 | 62 | 62 | 61 | b.c. | cir. strat. | 8 | |
| 7 | 1 | 4 | " | South | " | 3 | | | | 30.28 | 63 | 63 | 62 | " | strat. | 9 | |
| 8 | 0 | 8 | " | S by N. | " | 3 | | | | 30.30 | 64 | 64 | 63 | " | " | 9 | |
| 9 | 0 | 9 | " | S.W. by S. | N. S.W. | 3 | | | | 30.30 | 67 | 67 | 65 | " | cir. | 9 | |
| 10 | 1 | 2 | " | S.W. by N. | S.W. by N. | 3 | | | | 30.30 | 69 | 68 | 65 | " | cir. strat. | 9 | |
| 11 | 0 | 3 | " | West | West. | 3 | | | | 30.31 | 71 | 69 | 63 | " | " | 9 | |
| Noon. | <i>Surging to Ebb.</i> | | | N.W. by N. | " | 3-4 | | | | 30.32 | 72 | 70 | 65 | " | " | 8 | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R. knots. tenths.
 { Longitude by D. R. 0 "
 { Latitude by observations of ☉ 0 "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 "

Position at 8 A. M. { Latitude by 0 "
 { Longitude by 0 "

Position at 8 P. M. { Latitude by 0 "
 { Longitude by 0 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

0 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|------------|---------|-----|-------|----|----|----|----------|-----------|----|--|--|--|--|--|
| 1 | 1 | 6 | Ebb. | N.W. by N. | S.W. | 3-4 | 30.27 | 73 | 70 | 66 | b.c. | cir. cum. | 7 | | | | | |
| 2 | 1 | 7 | " | " | " | 3-4 | 30.28 | 73 | 70 | 66 | " | " | 7 | | | | | |
| 3 | 1 | 6 | " | " | " | 3-4 | 30.28 | 72 | 72 | 67 | " | " | 7 | | | | | |
| 4 | 1 | 2 | " | N. by N. | " | 3-4 | 30.28 | 72 | 72 | 67 | " | " | 5 | | | | | |
| 5 | 1 | 0 | Flood | N. S.W. | S. S.W. | 3-4 | 30.26 | 70 | 70 | 68 | " | " | 4 | | | | | |
| 6 | 0 | 8 | " | S. by E | " | 3-4 | 30.26 | 68 | 68 | 66 | " | cir. cum. | 4 | | | | | |
| 7 | 0 | 8 | " | " | " | 3 | 30.26 | 68 | 68 | 66 | " | " | 3 | | | | | |
| 8 | 0 | 6 | " | " | " | 3 | 30.26 | 67 | 66 | 64 | " | " | 3 | | | | | |
| 9 | 0 | 9 | " | South | South | 3 | 30.28 | 67 | 66 | 64 | b.c.m.w. | " | 7 | | | | | |
| 10 | 0 | 8 | " | S.W. | " | 2-3 | 30.29 | 67 | 66 | 64 | " | " | 7 | | | | | |
| 11 | 1 | 4 | " | N. by S. | S.W. | 1-2 | 30.30 | 66 | 65 | 64 | b.m.w. | none | 10 | | | | | |
| Mid. | 1 | 2 | " | N.W. by N. | S.W. | 1-2 | 30.31 | 65 | 63 | 62 | b.w. | " | 10 | | | | | |

under the command of

Commander T. W. Dickens
Sunday April 8

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bright starlight. Gentle breeze from S.W. At 2.40 pilot boat I-50, Capt. Igo, fouled ship on port side, getting clear at 3.45, no damage was done as far as could be ascertained in the dark. Side running 2nd. Distilling with fine backed under boiler B.

Montgomery W. Taylor
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle breeze from S.W. Barometer rising. Liberty men returned on time except C. O'Keefe (Enr) missing. Distilling with backed fine in boiler B. Lining to flood tide at 6.30.

Roger Welles, Jr.
Ensign U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle to moderate breeze from N.E. to West. At 9.30 mustered at Quarters and the following absences were reported: C O'Keefe (Enr), J. Berity, J. Kirk and J. Denny. Apprentices 3rd class. After this the ship and crew were inspected by the Commanding Officer. Visitors were allowed on board after quarters. Distilling with backed fine under boiler B. Temperature of magazines 72° forward, 69° aft.

N. D. Schuman
Ensign U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Gentle to moderate breeze from South. Ship riding to the ebb tide. Sent a liberty party of apprentices and men ashore. A large number of visitors on board. Distilling with fine backed under boiler B. J. Powell and J. Kirk Apprentices 3rd class returned on board 15 hours over liberty.

W. R. Papertou
Lieutenant U. S. N.

From 4 to 8 P.M.

Gentle to moderate breeze from S.E.W. Cloudy. Tide turned flood at 4.30. Apprentices liberty party returned except C. J. Fisher. Distilling with fine backed under boiler B.

Geo. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Starlight. Slightly misty. Heavy dew. Light air to gentle breeze from South and S.W. Distilling with backed fine under boiler B.

Montgomery W. Taylor
Ensign U. S. N.

Examined and found to be correct.

J. B. McAllen, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of Charleston, S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Wind, by symbols. | State of the Sea. |
|-----------------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at/d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| <i>Ship head.</i> | | | | | | | | | | | | | | | | | | |
| <i>Tidal Current.</i> | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 5 | | Ebb. | N by W. | N. by W. | | 2.3 | | | 30.25 | 65 | 65 | 64 | | b.c. | none | 10 | |
| 2 | 1 | 6 | " | " | West. | | 2.3 | | | 30.26 | 65 | 64 | 63 | | " | " | 10 | |
| 3 | 2 | 2 | " | " | " | | 2.3 | | | 30.27 | 65 | 64 | 63 | | " | " | 10 | |
| 4 | 1 | 8 | " | N. by W. | " | | 2.3 | | | 30.27 | 65 | 64 | 63 | | b.c.w. | cum. | 8 | |
| 5 | 0 | 8 | " | " | " | | 3 | | | 30.24 | 66 | 65 | 63 | | b.c.m. | " | 2 | |
| 6 | 0 | 1 | Cloud | S. by E. | " | | 2 | | | 30.28 | 66 | 65 | 64 | | " | cin. cum. | 2 | |
| 7 | 0 | 6 | " | S. by E. | " | | 2 | | | 30.28 | 66 | 65 | 64 | | " | " | 4 | |
| 8 | 0 | 8 | " | S. E. by S | N.E. | | 2 | | | 30.30 | 67 | 66 | 65 | | " | cin. cum. | 3 | |
| 9 | 0 | 4 | " | S.E. | E. N.E. | | 3 | | | 30.33 | 68 | 67 | 65 | | b.c. | cum. | 3 | |
| 10 | 0 | 8 | " | " | " | | 3.4 | | | 30.33 | 66 | 66 | 64 | | " | " | 3 | |
| 11 | 0 | 5 | " | E. by S. | " | | 3.4 | | | 30.33 | 64 | 65 | 63 | | " | " | 6 | |
| Noon. | | | <i>Flack.</i> | N.E. | " | | 3. | | | 30.33 | 63 | 64 | 62 | | b.c. | " | 1 | |

Course and distance made good since preceding noon by observations,

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

| | | |
|---|---|---|
| 0 | " | " |
| 0 | " | " |
| 0 | " | " |
| 0 | " | " |
| 0 | " | " |
| 0 | " | " |
| 0 | " | " |

400 gallons.

895 "

2900 "

tons 1280 lbs.

137 230 "

| | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|---------------|------------|------------|-----|--|--|--|--|-------|----|----|----|--|--------|------------|--|---|--|
| P. M. | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | Ebb. | North | N.E. by E. | 4 | | | | | 30.33 | 63 | 63 | 61 | | b.c. | cum. | | 2 | |
| 2 | 1 | 2 | " | S. by E. | E. N.E. | 3.4 | | | | | 30.32 | 63 | 63 | 61 | | " | " | | 3 | |
| 3 | 0 | 6 | " | " | " | 4 | | | | | 30.31 | 63 | 63 | 61 | | " | cin. cum. | | 4 | |
| 4 | 0 | 4 | " | N.E. | " | 3 | | | | | 30.29 | 63 | 62 | 61 | | " | " | | 4 | |
| 5 | 0 | 2 | " | N.E. by E. | N.E. by E. | 4 | | | | | 30.27 | 62 | 62 | 60 | | b.c.m. | cum. mist. | | 2 | |
| 6 | 0 | 4 | Cloud | East. | N.E. | 4 | | | | | 30.26 | 62 | 62 | 60 | | " | " | | 1 | |
| 7 | 0 | 8 | " | S.E. | " | 4 | | | | | 30.25 | 61 | 62 | 60 | | b.c.m. | " | | 0 | |
| 8 | 0 | 9 | " | " | " | 4 | | | | | 30.25 | 61 | 62 | 60 | | " | " | | 0 | |
| 9 | 0 | 7 | " | S.E. by E. | " | 4.5 | | | | | 30.25 | 61 | 60 | 60 | | " | " | | 1 | |
| 10 | 0 | 5 | " | " | E. N.E. | 4 | | | | | 30.25 | 61 | 60 | 60 | | " | " | | 0 | |
| 11 | 0 | 5 | " | " | East | 4 | | | | | 30.24 | 61 | 61 | 61 | | " | " | | 0 | |
| Noon. | | | <i>Flack.</i> | E. by N. | " | 4 | | | | | 30.24 | 61 | 61 | 61 | | " | " | | 0 | |

under the command of

Commander T. W. Dickens
Monday, April 9

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and pleasant. Gentle breeze from N. E. to West. Barometer falling. Ship riding to ebb tide. Distilling with banked fire under boiler B.

Roger Wells Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and pleasant. Light to gentle breeze from West to N. E. At 5:00 stopped distilling. At 8:00 clock crossed iron yard and hoisted sail to a buntline. E. O. Kieft (En) returned on board 23 hours overtime. Allowed fire to die out in boiler B.

W. A. Coleman
Ensign U. S. N.

From 8 A. M. to Noon.

Clear to cloudy and cool. Gentle to moderate breeze from E. N. E. Ship riding to flood tide. Slack water at noon. Mustered at quarters at 9:30 A. M. The following were absent on liberty: T. Perry (B. M. 2 c), G. B. Burns (B. M. 2 c), J. Fisher (B. M. 1 c), W. J. W. Naughton (B. M. 1 c), G. T. Miller (B. M. 1 c), J. J. Smith (App. 3 c), J. Drummer (App. 2 c), E. J. Fisher (App. 3 c) and L. Fisher (B. M. 1 c). At 9:45 Armed and equipped all boats for when duty to be opposed: exercised boats under oars. At 11:40 shortened and furled sails. The front of the feed check valve of steam launch blew off while underway and cracked E. O. Kieft (En) slightly. Received in Department of Supplies and Accounts 106 1/2 lbs. fresh beef, 106 1/2 lbs. fresh vegetables and 85 lbs. fresh bread. Temperature of magazine 73° forward, 69° aft.

W. A. Caperton
Lieutenant U. S. N.

From Noon to 4 P. M.

Moderate to gentle breeze from N. E. by E. and E. N. E. Cloudy. Riding to ebb tide. J. T. Smith (App. 3 c) returned on board 42 hours overtime. Transferred P. Ross (L. M. 1 c) to the Marine Hospital on shore for treatment. From 1:15 to 2:15 exercised 1st watch at marksmanship work. 2nd watch, gunnery and 3rd watch, sails and apes. Second period, 2:30 to 3:30, 1st watch, gunnery; 2nd watch, sails and apes; 3rd watch, marksmanship, caulmaking and signals. 3rd period, 1st watch, accurate; 2nd watch, single stars; 3rd watch, gymnastics. The ship's steam tugboat left the harbor at 2:20.

Geo. R. Black
Lieutenant U. S. N.

From 4 to 8 P. M.

Misty; fresh two hours overcast. Moderate breeze from N. E. and N. E. by E. At 6:40 sent down light yards and topgallant masts. E. J. Fisher (App. 3 c) returned from liberty 22 hours overtime. At 8:20 evening to flood tide.

Montgomery W. Taylor
Ensign U. S. N.

From 8 P. M. to Midnight.

Overcast and misty. Moderate to stiff breeze from N. E. to East. Barometer falling. T. B. Burns (B. M. 2 c) returned on board 16 hours overtime. High water slack at 11:45.

Examined and found to be correct.

Roger Wells Jr.
Ensign U. S. N.

J. B. McAllen,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of Charleston, S.C.

Third Rate,

| Hour. | Miles. | Tide. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Barometer. | TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Clear Sky, in 10ths. | State of the Sea. |
|---------------|--------|-------|------------------------|--------------------------------------|--------------------------------|--------|------------|-------------------|-------------|-----------------------------------|-----------------------------|----------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | | | | |
| Tidal Current | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | |
| 1 | 0 | 4 | Ebb. | N.E. by N. | East | 4-5 | | 30.18 | 62 62 61 | o.c.g.w. | min. | 0 | |
| 2 | 1 | 2 | " | N.N.E. | " | 4-5 | | 30.15 | 62 62 61 | " | " | 0 | |
| 3 | 1 | 2 | " | N. by N. | " | 2-3 | | 30.14 | 63 62 61 | b.m.w. | none | 10 | |
| 4 | 1 | 3 | " | North | " | 2-3 | | 30.12 | 63 63 62 | b.c.m.w. | cum. min. | 8 | |
| 5 | 1 | 0 | " | N. by E. | E. S.E. | 2 | | 30.11 | 64 63 62 | o.c.m.w. | " | 0 | |
| 6 | 0 | 8 | " | " | S.E. | 2 | | 30.09 | 66 64 64 | " | " | 0 | |
| 7 | | | Black water | South | S. S.W. | 2 | | 30.09 | 66 66 65 | " | " | 0 | |
| 8 | 0 | 5 | Flood. | S. by N. | S.W. | 3 | | 30.07 | 66 66 65 | " | " | 0 | |
| 9 | 0 | 7 | " | " | " | 3-4 | | 30.05 | 68 67 65 | " | " | 0 | |
| 10 | 0 | 9 | " | South | S. S.W. | 3-4 | | 30.04 | 68 67 65 | " | " | 0 | |
| 11 | 0 | 8 | " | S.W. by S. | " | 4 | | 30.02 | 69 68 66 | " | " | 0 | |
| Noon. | 0 | 4 | " | " | " | 4 | | 29.98 | 69 68 66 | " | " | 0 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | |
|---------------------|--|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " |
| | Longitude by D. R. | 0 | " |
| | Latitude by observations of ☉ | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2480 "

Coal consumed during the preceding 24 hours,

tons 1040 lbs.

Coal remaining on hand at Noon,

136 " 1530 "

| | | | | | | | | | | | | | |
|-------|-----------|------------|----------|-----|-------|----|----|----|--------|-----------|----|--|--|
| P. M. | | | | | | | | | | | | | |
| 1 | Black. | S.W. | S.W. | 4.5 | 29.95 | 71 | 71 | 67 | o.c.m. | clear | 0 | | |
| 2 | 0 8 Ebb. | West. | " | 5.6 | 29.90 | 71 | 71 | 66 | " | " | 0 | | |
| 3 | 1 2 " | N.W. | " | 5.6 | 29.83 | 71 | 71 | 67 | " | " | 0 | | |
| 4 | 1 4 " | " | " | 5.6 | 29.87 | 71 | 71 | 67 | " | min. | 0 | | |
| 5 | 1 0 " | " | " | 5.6 | 29.80 | 70 | 70 | 67 | " | cum. min. | 0 | | |
| 6 | 0 6 " | " | West. | 5.3 | 29.82 | 69 | 69 | 67 | b.c.g. | " | 4 | | |
| 7 | Fanning | S. by N. | " | 3 | 29.82 | 69 | 69 | 67 | " | " | 3 | | |
| 8 | 0 4 Flood | South | N. by S. | 3 | 29.82 | 68 | 68 | 67 | b.o. | " | 3 | | |
| 9 | 0 8 " | " | N. by N. | 3-4 | 29.84 | 68 | 68 | 66 | b.o.g. | " | 9 | | |
| 10 | 0 9 " | " | " | 3-4 | 29.84 | 67 | 65 | 66 | b.g. | fine | 10 | | |
| 11 | 0 7 " | S.W. by N. | " | 3.5 | 29.84 | 65 | 63 | 57 | " | " | 10 | | |
| Mid. | 0 4 " | West. | N. N.W. | 3.5 | 29.84 | 65 | 63 | 57 | " | " | 10 | | |

under the command of

Commander F. W. Dickins
Tuesday, April 10

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Overcast and equally first two hours. Clearing last two, at close starlight. Light to fresh breeze from East. Tide running ebb.

Monitoring M. S. Taylor.

Ensign U. S. N.

From 4 to 8 A. M.

Overcast, cloudy and damp. Light to gentle breeze from E. S. E. rising to F. W. Perry (B. N. 2 c.) returned on board 47 hours now liberty, and W. J. McNaughton (Lds.), B. Kiser (L. 1 c.) and J. Schell (B. N. 1 c.) returned on board 24 hours now liberty. At colors sent up topgallant masts and crossed topgallant and royal yards. F. back water at 7 A. M. Rising to the flood at 7:30.

W. H. Caperton
Lieutenant U. S. N.

From 8 A. M. to Merid.

Moderate to stiff breeze from South to F. W. Overcast and cloudy. Rising to flood. Barometer falling. About 10.15 A. M. sent the battalion of apprentices on shore under the command of Lieut. Caperton; 1st company in charge of Lieut. Black; 2nd company in charge of Ensign Nellie, Powers in charge of Ensign Taylor. Ensign Coleman Adjutant. Asst Paymaster Burke, Commissary, and Asst Surg. Pitts in charge of Ambulance party. Sent the battalion ashore in Sailing Launch, 1st and 2nd cutters and whale boat. The battalion was marched to Charcoal Spans, where the apprentices were drilled in the School of the Company and School of the Battalion. About 11 A. M. and steamer back came in and anchored astern of us. Received in Dept. of Supplies and Ordnance 106 1/2 lbs. fresh beef, 106 1/2 lbs. fresh vegetables and 88 lbs. fresh bread. Temperature of mercury 72° forward, 69° aft.

Overhauled the hydraulic cylinders of No. 1 and No. 2 port side Gun No. 44.

J. B. Miller,
Lieutenant U. S. N.

From Merid. to 4 P. M.

Stiff to fresh breeze from F. W. Overcast and cloudy. Barometer falling. Commenced averaging to ebb about 1 P. M., did not get around during watch, the wind being so strong the ship swung between wind and tide. The battalion of apprentices returned on board, the last boat land about 3 P. M. Arriving to strong wind back to send 2nd cutter with crew of men to pull the sailing launch back. B. noted all the boats except Steam Launch.

J. B. Miller,
Lieutenant U. S. N.

From 4 to 8 P. M.

Overcast, cloudy and equally. Stiff breeze from P. W., to gentle breeze from N. by E. At 4:30 sent down topgallant and royal yards and topgallant masts. At 6:30 arriving to flood tide.

Roger Welles, Jr.
Ensign U. S. N.

From 8 P. M. to Mid.

Gentle to stiff breeze from N. by E. to N. S. W. blowing in strong puffs. Clear and pleasant. Moonlight. Now at at midnight. Commenced to swing to ebb about 11:30 not around at end of watch.

Examined and found to be correct.

J. B. Miller
Lieutenant U. S. N.

J. B. Miller, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
At anchor in the Harbor of Charleston, S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Pilot Current | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | 0 | 5 | Est. | N. W. by N. | N. N. W. | 3.5 | | 29.88 | 60 | 59 | 51 | | b. g. | none | 10 | |
| 2 | 1 | 0 | " | N. by N. | " | 3.5 | | 29.89 | 59 | 58 | 51 | | " | " | 10 | |
| 3 | 1 | 2 | " | " | " | 3.4 | | 29.88 | 56 | 57 | 52 | | " | " | 10 | |
| 4 | 1 | 2 | " | North | " | 2 | | 29.90 | 57 | 56 | 52 | | b. | " | 10 | |
| 5 | 1 | 0 | " | N. N. W. | " | 0-1 | | 29.91 | 56 | 56 | 52 | | b. c. | cum | 8 | |
| 6 | 0 | 3 | " | N. by N. | S. W. | 1-2 | | 29.92 | 55 | 56 | 54 | | " | " | 8 | |
| 7 | 0 | 2 | Clear | N. W. | " | 1-2 | | 29.93 | 55 | 56 | 54 | | b. | none | 10 | |
| 8 | 0 | 3 | " | S. W. by S. | N. S. W. | 2 | | 29.94 | 55 | 56 | 51 | | " | " | 10 | |
| 9 | 0 | 2 | " | South | West | 2.3 | | 29.93 | 60 | 60 | 56 | | " | " | 10 | |
| 10 | 0 | 8 | " | S. by N. | " | 3 | | 29.92 | 62 | 60 | 57 | | " | " | 10 | |
| 11 | 0 | 4 | " | S. S. W. | " | 4-5 | | 29.89 | 64 | 62 | 59 | | b. g. | " | 10 | |
| Noon. | | | Black | S. W. by N. | " | 4-5 | | 29.87 | 65 | 63 | 60 | | " | " | 10 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1980 "

Coal consumed during the preceding 24 hours, tons 880 lbs.

Coal remaining on hand at Noon, 136 " 650 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface at Shade. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|-----------------|--------|---------|-------------------|-------------|----------------|----------------|-------------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 0 | 2 | <i>Est.</i> | <i>N. by S.</i> | <i>West</i> | 3.5 | | 29.83 | 67 | 65 | 58 | | <i>b. g.</i> | <i>none</i> | 10 | |
| 2 | 0 | 6 | " | <i>N. N. W.</i> | " | 3.5 | | 29.82 | 69 | 67 | 57 | | " | " | 10 | |
| 3 | 1 | 9 | " | <i>N. W.</i> | " | 3.5 | | 29.79 | 70 | 68 | 57 | | <i>b. g.</i> | <i>cir. cum.</i> | 9 | |
| 4 | 2 | 0 | " | <i>N. W. by N.</i> | " | 3.5 | | 29.78 | 70 | 68 | 57 | | " | " | 9 | |
| 5 | 1 | 6 | " | <i>N. W.</i> | " | 3.5 | | 29.77 | 70 | 68 | 57 | | " | " | 9 | |
| 6 | 0 | 5 | " | " | <i>S. S. W.</i> | 3.4 | | 29.77 | 68 | 67 | 62 | | " | " | 9 | |
| 7 | | | <i>Clear</i> | <i>S. W.</i> | " | 3 | | 29.77 | 65 | 65 | 60 | | " | " | 9 | |
| 8 | | | " | <i>S. by W.</i> | " | 3 | | 29.77 | 65 | 65 | 60 | | <i>b.</i> | <i>none</i> | 10 | |
| 9 | | | " | <i>S. S. W.</i> | <i>S. W.</i> | 0-1 | | 29.78 | 64 | 64 | 60 | | <i>b. c.</i> | <i>cir. cum.</i> | 3 | |
| 10 | | | " | <i>S. N. E.</i> | <i>North</i> | 5-6 | | 29.82 | 69 | 59 | 54 | | " | " | 9 | |
| 11 | | | " | <i>S. E. by E.</i> | " | 5.7 | | 29.86 | 58 | 58 | 53 | | " | " | 7 | |
| Mid. | | | " | <i>N. E. by N.</i> | " | 5.7 | | 29.88 | 57 | 57 | 52 | | " | " | 4 | |

under the command of

Commander J. W. Dickins
Wednesday, April 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cool. Gentle to stiff breeze blowing in frequent squalls first three hours, moderating to a light breeze last hour. Bright starlight. Riding to the ebb tide.

J. W. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Light air to light breeze from N. by N. to S. W. Clear and pleasant. Tide turned flood at 6.30. Sent up topgallant masts and topgallant yards and loosed sail at 7.15. Hoisted out sailing launch. An ash lighter came alongside at 7.45. Received in Dept. of Supplies and Accounts, 106 1/2 lbs. fresh beef, 105 1/2 lbs. fresh vegetables, and 95 lbs. fresh bread.

J. W. Caperton
Lieutenant U. S. N.

From 8 A.M. to Noon.

Gentle to stiff breeze from West, blowing in occasional strong squalls. Clear and pleasant. Flood tide until 11.30 when commenced ^{not running at end of yacht} surging to ebb. Overhauled hydraulic cylinders of Saw No. 49. Stranded No. 1 Rapid Fire Rifle and found it in good condition. At 9.40 sent the battalion of apprentices on shore, in Steam Launch, Tackling Launch, 1st and 2nd Cutters; Steam Launch towing the rest of the boats. After the battalion was landed, the boats were towed back to the ship, and were cut ashore again for the battalion at 11.50. The battalion was marched to Marine Square, where it was drilled in the School of the Company and the School of the battalion. The battalion was in command of Lieut. Caperton, Lieut. Clark in charge of 1st Company, Ensign Bell in charge of 2nd Company, Ensign Coleman Adjutant, Ensign Taylor in charge of Purser, Passed Lieutenant Eugene Pitt in charge of Ambulance party and Assistant Paymaster Cook Commissary. Engaged during forenoon in making preparations and in setting up barometer. Temperature of magazine 72° found, 69° aft.

J. B. Maitton
Lieutenant U. S. N.

Noon to 4 P.M.

Clear and pleasant. Gentle to stiff breeze in squalls from West. Barometer falling. Hoisted sailing launch and 2nd cutter. Received on board 700 gallons of fresh water for washing. The apprentices under direction of crew engaged in setting up stranding rigging.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from S. by E. At 6.30 sent down topgallant masts and yards and hoisted 1st cutter and dinghy. At 5.30 mustered at Quarters and served out clear hammocks. At 7.01 pumped out ship.

N. P. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight.

Rain first hour, then clear and cool, and cloudy last hour. Light air from S. W. until 9.20 when the wind suddenly came up in stiff to fresh breeze in frequent squalls from North and increased to very fresh breeze. Examined and found to be correct. Last ten hours temperature fell 5° between 9 and 10 o'clock. Ship riding across wind and tide. Barometer rising rapidly.

J. W. Caperton
Lieutenant U. S. N.

J. B. Maitton,
Lieutenant U. S. N. Navigator.

Third Rate,

Course and distance made good since preceding noon by observations,

Current during the time, knots tenths per hour, setting to the

Water remaining on hand fit for use at Noon.

Coal consumed during the preceding 24 hours.

Coal remaining on hand at Noon,

4382

Commander J. W. Dickins
Thursday, April 12

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Stiff to fresh breeze from N by N blowing in heavy squalls first hour, moderating during remainder of watch. Cloudy and threatening first hour, afterwards clear, with bright starlight. Moon set at 106°. Strong ebb tide running after 2.30

A. R. Beach
Lieutenant U. S. N.

From 4 to 8 A. M.

Clear and cool. Light to gentle breeze from N by N and North. Scattered hammocks. At 7.30 sent up topgallant masts and topgallant and royal yards. Received 900 gallons fresh water. Received in Pay Experiment 106 1/4 lb. beef, 106 1/4 lb. vegetables and 85 lbs. bread. Riding to ebb.

Navigation to San Juan
Ensign U. S. N.

From 8 A. M. to Noon

Clear and pleasant. Gentle breeze from North. Barometer rising. At 9.30 mustered at quarters, the following men exhibiting liberty: J. Drummy (App 3c), G. F. Miller (P. 12) and J. F. Wetlow (C. 46.30). At 9.45 lowered and sent out with appetites for pulling and sailing, 1st and 2nd cutters, whaleboat, gyz and dinghy, not returning to the ship till 11.45. At 11.50 went to quarters and turned in clean hammocks. Temperature of magazine 70° forward and 66° aft.

Roger Weller, Jr.
Ensign U. S. N.

From Noon to 2 P. M.

Clear and pleasant. Gentle to moderate breeze from S. N. W. to West. At 1.15 the 1st and 2nd cutters, whaleboat, gyz and dinghy, in charge of an officer and three crewmen with appetites aboard, sailed out to Port of San Juan, landed, and at 3.0 o'clock stood back towards the ship.

M. A. Lockman
Ensign U. S. N.

From 4 to 8 P. M.

Clear and pleasant, with light haze over land. Light breeze from West veering to N by N. Ship riding to the ebb tide. At 6 P. M. sent down topgallant and royal yards. Full liberty party of men ashore.

W. K. Caperton
Lieutenant U. S. N.

From 8 P. M. to Midnight

Moderate breeze blowing in puffs from S. N. E. Clear and cool. Bright moonlight. Tide turned flood at 8.30.

A. R. Beach
Lieutenant U. S. N.

J. B. Melton, Navigator,
Lieutenant U. S. N.

under the command of

Commander F. W. Dickins
Friday, April 13

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and cool. Gentle to fresh breeze from North. Black water at 30'clock.
Moms set about 2.15.

Montgomery W. Taylor

Ensign U. S. N.

From 4 to 8 A. M.

Clear and cold. Light to gentle breeze from N by N to N N W. Barometer rising.
Ship riding to ebb tide. At 7.30 covered topgallant yards. Received 103 1/4 lb. vegetables, 103 1/4 lb. blf.,
and 80 lb. bread which passed inspection.

Roger Welles Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Clear and cool. Gentle to moderate breeze from N N by N. At 9.30 sounded call
to General Quarters and divisions reported ready as follows: Engineer's Division 9.31; Navigator's Division
9.36, after Powder Division 9.34; 2nd Division 9.34; Forward Powder Division 9.35; 1st Division 9.35; 3rd Division 9.35.
Commenced evolutions at 9.36. Terminated at 9.55. Navigator's division, fished for yards and secured for stay and got
shot plug up for plugging shot hole in ship's side. At 10.45 sounded call, instructions for watch on deck and
called away 1st and 2nd cutters, gig and whaleboat for drill with apparatus at sailing. Boated recall at 11.30.
The following absences were reported: J. Drummy (App 30), J. T. Wickham (Ck 30), E. T. Miller (P 10). Temperature of
magazine 70° forward, 65° aft. Overhauled hydraulic cylinders of Guns Nos 47 and 50, 4" R. B. G. Potted magazine flood
cocks and found them in good condition and working order.

N. T. Lockman
Ensign U. S. N.

From Merid. to 4 P. M.

Clear, warm and pleasant. Light to moderate breeze from S. W. by S. and North. Black water at
30'clock and coming to the ebb at 3.30. Tied the 2nd and 3rd watches out under oars and sails in boats during
3rd and 4th periods. 1st watch went on liberty at 10'clock. Overhauled hydraulic cylinders of Nos 43 and 48, 4"
R. B. Guns and found them in good condition. A. A. Young (Sea) was this day discharged from the U. S. Naval Service by order
of the Bureau of Navigation and J. Lawrence (Pres Att'd) was this day transferred to the Naval Hospital at Annapolis for treatment.

W. H. Appleton
Lieutenant U. S. N.

From 4 to 8 P. M.

Gentle breeze to light and hauling from S. N. W. to S. W. Clear and pleasant. Ebb tide. Tied a
liberty party of new sailors. Appointed liberty party returned except the following named boys: P. Allen, S. Andrews,
J. L. Brown, C. E. Brown, J. Davis, H. R. Ellwanger, H. Gaudet, B. J. Garry, A. Lee, A. H. Johnson, S. Lamminger, J. Lindholm,
J. D. Mann, J. A. Nash, H. W. Simpson, L. B. Walker, H. J. Wotman, E. W. Wright, E. G. Graham, F. Garry. At 4.05 occurred at
fire quarters: 1st division, 2.10; 2nd division, 3.20; Forward division 1.15; Navigator's division 5.20.

G. R. Clark
Lieutenant U. S. N.

From 8 P. M. to Midnight.

Light breeze from S. by N. Clear and pleasant. About 10. commenced unrigging to flood, got around
about 10.30. The following apprentices returned on board to house onetime: P. Allen, J. Davis, H. Gaudet, B. J. Garry,
Examined and found to be correct. A. Lee and E. W. Wright

J. B. Miltner,
Lieutenant U. S. N.
J. B. Miltner,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of Charleston S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. | |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|-------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. |
| Tidal Current | | | | | | | | | | | | | | | | |
| A. M. | | | | Ship's head. | | | | | | | | | | | | |
| 1 | 0 | 6 | Clear | S. S. E. | S. by W. | 1 | | 30.16 | 59 | 59 | 57 | b. m. | none | 10 | | |
| 2 | 0 | 2 | " | " | " | 1 | | 30.13 | 58 | 58 | 56 | " | " | 10 | | |
| 3 | 0 | 4 | " | S. by E. | " | 1 | | 30.13 | 57 | 57 | 55 | " | " | 10 | | |
| 4 | | | Flack. | S. W. | " | 1 | | 30.13 | 57 | 57 | 55 | " | " | 10 | | |
| 5 | 1 | 2 | Est. | " | Calm. | 0 | | 30.12 | 55 | 55 | 52 | b. c. m. | strat. | 8 | | |
| 6 | 1 | 0 | " | N. by W. | N. by W. | 1 | | 30.15 | 55 | 55 | 52 | b. m. | none | 10 | | |
| 7 | 1 | 2 | " | N. N. W. | " | 2 | | 30.16 | 55 | 55 | 52 | " | " | 10 | | |
| 8 | 1 | 2 | " | North | " | 2 | | 30.18 | 56 | 56 | 53 | b. c. m. | strat. | 8 | | |
| 9 | 0 | 9 | " | " | North | 2 | | 30.20 | 62 | 60 | 56 | b. m. | none | 10 | | |
| 10 | 0 | 5 | " | " | " | 2 | | 30.21 | 64 | 61 | 56 | " | " | 10 | | |
| 11 | 0 | 2 | " | N. E. by N. | N. E. by N. | 1-2 | | 30.20 | 66 | 64 | 56 | " | " | 10 | | |
| Noon. | | | Flack | Swinging | " | 1-2 | | 30.19 | 67 | 66 | 58 | b. c. m. | in strat. | 9 | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |

Position at 8 A. M.

| | | |
|--------------|---|---|
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Position at 8 P. M.

| | | |
|--------------|---|---|
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours,

950 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

900 "

Coal consumed during the preceding 24 hours,

tons 1280 lbs.

Coal remaining on hand at Noon,

135-70 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|-------|--------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 0 | 5 | Clear. | S by E. | South | 2-3 | | 30.19 | 68 | 67 | 59 | | b. c. m. | in strat | 9 | |
| 2 | 0 | 9 | " | " | " | 2-3 | | 30.14 | 68 | 67 | 59 | | " | " | 9 | |
| 3 | 0 | 9 | " | " | " | 2-3 | | 30.09 | 67 | 66 | 58 | | " | " | 5 | |
| 4 | 0 | 8 | " | South | " | 2-3 | | 30.08 | 65 | 66 | 58 | | " | " | 5 | |
| 5 | | | Flack. | SSE | " | 2-3 | | 30.08 | 66 | 66 | 58 | | " | " | 5 | |
| 6 | 0 | 4 | Est. | West | " | 3 | | 30.10 | 68 | 66 | 59 | | " | " | 6 | |
| 7 | 1 | 2 | " | N by E. | " | 3 | | 30.10 | 63 | 64 | 60 | | " | " | 6 | |
| 8 | 1 | 4 | " | " | " | 3 | | 30.10 | 63 | 64 | 60 | | " | " | 7 | |
| 9 | 1 | 2 | " | " | West | 1 | | 30.10 | 63 | 64 | 60 | | " | " | 7 | |
| 10 | 1 | 0 | " | " | " | 1 | | 30.10 | 63 | 64 | 60 | | " | " | 7 | |
| 11 | 0 | 4 | Clear | N E. by N. | Calm | 0 | | 30.10 | 63 | 60 | 60 | | " | " | 7 | |
| Mid. | 1 | 2 | " | S by E. | " | 0 | | 30.08 | 63 | 60 | 60 | | " | " | 6 | |

under the command of

Commander F. W. Dickins
Saturday, April 14

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear, with light mist. Light airs from E by N. Barometer falling. Rising to flood tide. High water slack at 4 00.

Roger Weller Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Foggy and cool. Calm to light breeze from N by N. Barometer rising. Picked up small boat that was floating by the ship bottom up. Secured on board in Department of Supplies and Accounts the following fresh provisions: 100 lbs. beef, 100 lbs. vegetables, 30 lbs. bread.

N. A. Goldman
Ensign U. S. N.

From 8 A. M. to Noon

Clear, warm and pleasant. Light airs and breeze from North, veering to N E by N. Cleaning ship inside and outside. The following apprentices 3rd class were absent one hour: J. E. Manning, E. Anderson, J. E. Brown, C. E. Brown, H. E. Giesinger, A. E. Johnson, K. Lamminger, J. Lindholm, J. J. Moore, J. A. Nash, E. Perry, A. W. Simpson, E. E. Walker, B. J. Whitman and H. E. Graham, also E. J. Miller (P. 12) and J. J. Nicholson (L. 32). Slack water at 11 30 and averaging to ebb tide. K. Lamminger and J. A. Nash (App. 32) returned on board 1 1/2 hours outwards. Temperature of magazine 67°; forward 66°; aft 64°; (H. E. Giesinger) reported the separation of his teeth of sublingual.

W. H. Robertson
Lieutenant U. S. N.

From Noon to 4 P. M.

Light to gentle breeze from South. Fair and pleasant. Flood tide. Sent liberty party of apprentices (and water) and mess ashore. A. W. Simpson and E. E. Walker App. 3 class, returned on board 19 hours outwards. J. J. Nicholson (L. 32) was brought on board by the Master at time 3 days and 9 hours outwards. The U. S. Steamer Ketchikan came in at 2 45. P. Haines (H. E. Giesinger) was this day discharged by reason of separation of sublingual.

W. H. Robertson
Lieutenant U. S. N.

From 4 to 8 P. M.

Misty and pleasant. Gentle breeze from South. Lieut. J. E. Russell left the ship with order to report to the Commandant of the Norfolk Navy Yard for treatment in the Naval Hospital at that place. Received in Dept. of Supplies and Accounts 90% lbs. fresh beef, 90% lbs. fresh vegetables and 76 lbs. fresh bread. Sailing to ebb tide about 4 30.

W. H. Robertson
Ensign U. S. N.

From 8 P. M. to Midnight

Misty and pleasant. Light breezy airs and calm. Barometer steady. The following apprentices returned from liberty 5 hours outwards: J. J. Nicholson, E. E. Giesinger, E. J. Johnson, J. W. Smith and J. W. Walsh.

Roger Weller Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlroy, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES.

Ship *Essex*
At anchor in the Harbor of Charleston, S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. |
|-------------|----------------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|---|---------------------------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Ship's head | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | 1 | 4 | Flood | S. E. | S. W. | 1-2 | | 30.08 | 61 | 61 | 59 | b. c. m. | cir. cum. | 9 | | |
| 2 | 1 | 0 | " | S. by S. | " | 1-2 | | 30.07 | 60 | 61 | 59 | " | " | 9 | | |
| 3 | 0 | 8 | " | South | " | 1 | | 30.06 | 60 | 61 | 59 | " | " | 7 | | |
| 4 | 0 | 7 | " | " | " | 0-1 | | 30.06 | 60 | 61 | 59 | " | " | 7 | | |
| 5 | Black | | | S. by E. | Calms | 0 | | 30.08 | 60 | 61 | 59 | " | " | 7 | | |
| 6 | Turning to Ebb | | | S. E. by S. | West | 0-1 | | 30.10 | 61 | 61 | 59 | " | cir. cum. | 5 | | |
| 7 | 0 | 6 | Ebb | S. by W. | S. E. by S. | 1 | | 30.13 | 62 | 62 | 60 | " | " | 5 | | |
| 8 | 1 | 2 | " | S. S. E. | " | 1-2 | | 30.13 | 62 | 62 | 60 | " | cumul. | 2 | | |
| 9 | 1 | 5 | " | " | S. W. | 2 | | 30.12 | 63 | 64 | 62 | b. c. | cumul. cum. | 2 | | |
| 10 | 1 | 6 | " | North | " | 2 | | 30.12 | 66 | 66 | 63 | " | " | 2 | | |
| 11 | 0 | 8 | " | S. E. | " | 3 | | 30.13 | 67 | 67 | 63 | " | " | 3 | | |
| Noon. | Black | | | S. by S. | South. | 3 | | 30.12 | 69 | 67 | 63 | " | " | 3 | | |

Course and distance made good since preceding noon by observations,

| | | | |
|---------------------|--|--------|---------|
| Position at Noon: | Latitude by D. R. | knots. | tenths. |
| | Longitude by D. R. | 0 | " " |
| | Latitude by observations of ☉ | 0 | " " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " " |
| Position at 8 A. M. | Latitude by | 0 | " " |
| | Longitude by | 0 | " " |
| Position at 8 P. M. | Latitude by | 0 | " " |
| | Longitude by | 0 | " " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|---------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |

Water expended during the preceding 24 hours, 450 gallons.

Water received during the preceding 24 hours, 800 "

Water remaining on hand fit for use at Noon, 1250 "

Coal consumed during the preceding 24 hours, tons 960 lbs.

Coal remaining on hand at Noon, 134 - 1350 "

| | | | | | | | | | | | | | | | | |
|-------|--------------|---|--------------|--------------------|-----------------|-----|--|-------|----|----|----|--|-----------------|------------------|---|--|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | 0 | 4 | <i>Flood</i> | <i>South</i> | <i>S. by W.</i> | 2-3 | | 30.11 | 70 | 68 | 63 | | <i>b. c.</i> | <i>cir. cum.</i> | 4 | |
| 2 | 0 | 5 | " | " | " | 3 | | 30.11 | 70 | 68 | 63 | | " | <i>cir.</i> | 4 | |
| 3 | 0 | 7 | " | <i>S. by E.</i> | <i>S. S. W.</i> | 3 | | 30.10 | 70 | 69 | 64 | | " | <i>cir. cum.</i> | 5 | |
| 4 | 0 | 8 | " | " | <i>S. by W.</i> | 2-3 | | 30.08 | 70 | 69 | 64 | | " | " | 5 | |
| 5 | 0 | 5 | " | <i>South</i> | " | 2-3 | | 30.10 | 70 | 69 | 64 | | " | <i>cum.</i> | 4 | |
| 6 | 0 | 2 | " | " | " | 2-3 | | 30.09 | 67 | 67 | 64 | | " | " | 4 | |
| 7 | 0 | 8 | <i>Ebb</i> | <i>West</i> | <i>S. S. E.</i> | 2-3 | | 30.07 | 67 | 67 | 64 | | " | <i>cum. cum.</i> | 2 | |
| 8 | 1 | 5 | " | <i>North</i> | " | 3 | | 30.05 | 66 | 67 | 62 | | <i>s. c. d.</i> | <i>cumul.</i> | 0 | |
| 9 | 1 | 2 | " | " | <i>South</i> | 3 | | 30.11 | 68 | 66 | 65 | | " | " | 0 | |
| 10 | 0 | 8 | " | " | " | 2 | | 30.11 | 68 | 66 | 65 | | <i>s. c. p.</i> | " | 0 | |
| 11 | 1 | 0 | " | <i>S. E. by E.</i> | <i>S. E.</i> | 2 | | 30.11 | 67 | 66 | 65 | | " | " | 0 | |
| Mid. | <i>Black</i> | | | " | " | 2 | | 30.11 | 67 | 66 | 65 | | <i>s. c.</i> | " | 0 | |

under the command of

Commander F. W. Dickens
Sunday, April 15

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Bazy and cool. Moonlight Light air to light breeze from S.W.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and hazy. Calm and light air from West and N.W. by W. Turning to the S.W. tide at 5.45. Black water at 5.15. Water boat came alongside at 7.45 and commenced taking in fresh water at 7.50.

W. H. Raperton
Lieutenant U. S. N.

From 8 A. M. to Noon

Light to gentle breeze from S.W. and South. Partly cloudy and pleasant. Ebb tide. Mustered crew at quarters at 9.30. The following named apprentices were absent without leave: J. Drumming, E. Andrews, J. A. Benson, C. E. Benson, H. R. Ellenburger, A. L. Johnson, J. Lindholm, O. J. Moore, F. Perry, O. J. Notman, H. E. Graham, E. R. Clark, H. Biley, E. A. Hill, R. E. Hanson, J. Kavanagh, C. Schmitter, O. J. Longhin, A. A. Marquardt, P. Metz, A. Meyer, H. O. Moore, H. A. Olson, A. R. Rose, H. E. Smith, B. W. Flannery, E. T. Williams, and E. F. Miller (S. C.). From 9.45 to 11.00 religious services were held on board conducted by the Rev. S. C. Christensen, Chaplain of the Marine Chapel, Charleston. H. E. Graham, J. Lindholm, A. L. Johnson, H. J. Notman, H. R. Ellenburger, H. E. Smith, A. Biley, O. J. Longhin, and R. E. Hanson returned on board this first for midday, 4 1/2 hours, and the others 17 1/2 hours overtime. Received on board from water boat 800 gallons of fresh water. Temperature of magazine 70° forward, 66° aft.

A. R. Olson
Lieutenant U. S. N.

From Noon to 4 P. M.

Clear and pleasant. Gentle breeze from S. by W. and S. W. H. A. Olson and A. A. Marquardt (Appie. S. C.) returned on board 2 1/2 hours on time and B. W. Flannery (App. S. C.) 19 hours overtime. Riding to flood, P. Hammer enlisted for three years as Carpenter Rate 1 class.

W. H. Raperton
Ensign U. S. N.

From 4 to 8 P. M.

Cloudy with drizzling rain last hour. Light to gentle breeze from S. by W. to S. E. Barometer falling. Many visitors on board to 6.00. Crisled first cutter and zig. At 7.35 the following apprentices returned on board: C. E. Benson 49 1/2 hours overtime and P. Metz and H. R. Rose both 25 1/2 hours overtime.

Roger (Wells), Jr.
Ensign U. S. N.

From 8 P. M. to Midnight

Cloudy with light passing showers. Light breeze from South. The following apprentices returned about overtime: J. Kavanagh 28 hours, A. Meyer 28 hours, C. Schmitter 28 hours, J. E. Moore 32 hours.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in the Harbor of Charleston, S.C.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Gale, by symbols. | State of the Sea. |
|----------------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|--------------|----------------|----------------|--------------------|-----------------------------------|------------------------------|----------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. air'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| <i>Tidal Current</i> | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | 0 | 1 | <i>Flood.</i> | <i>South</i> | <i>South</i> | 0-1 | | 30.13 | 66 | 65 | 64 | <i>O. C. N.</i> | <i>cum. mass.</i> | 0 | | |
| 2 | 0 | 4 | " | " | <i>S. by E.</i> | 1-2 | | 30.12 | 65 | 64 | 63 | " | <i>mass.</i> | 0 | | |
| 3 | 0 | 8 | " | <i>S. E.</i> | " | 2 | | 30.12 | 65 | 64 | 63 | " | " | 0 | | |
| 4 | 0 | 6 | " | <i>S. E.</i> | <i>S. E.</i> | 2-3 | | 30.11 | 65 | 64 | 63 | <i>O. C. N. S.</i> | " | 0 | | |
| 5 | 0 | 5 | " | <i>S. E. by S.</i> | " | 2 | | 30.10 | 65 | 64 | 63 | <i>O. C. L.</i> | " | 0 | | |
| 6 | 0 | 1 | " | <i>South</i> | " | 1-2 | | 30.12 | 63 | 64 | 63 | <i>S. E.</i> | <i>cum. mass.</i> | 3 | | |
| 7 | | | <i>Black</i> | " | " | 1 | | 30.13 | 64 | 64 | 63 | " | " | 2 | | |
| 8 | 1 | 0 | <i>Ebb</i> | <i>North</i> | <i>East.</i> | 2 | | 30.16 | 64 | 64 | 64 | " | <i>civ. cum.</i> | 1 | | |
| 9 | 1 | 5 | " | " | <i>S. E.</i> | 2-3 | | 30.19 | 66 | 65 | 64 | <i>S. E. N.</i> | <i>cum.</i> | 2 | | |
| 10 | 1 | 8 | " | " | " | 2-3 | | 30.21 | 67 | 65 | 64 | " | " | 4 | | |
| 11 | 1 | 9 | " | " | " | 2-3 | | 30.22 | 67 | 66 | 64 | " | " | 6 | | |
| Noon. | 1 | 9 | " | <i>S. by E.</i> | " | 2-3 | | 30.24 | 67 | 66 | 64 | " | " | 7 | | |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R. knots. tenths.
 Longitude by D. R. " "
 Latitude by observations of ☉ " "
 Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 A. M. Latitude by
 Longitude by

Position at 8 P. M. Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 800 "

Coal consumed during the preceding 24 hours, tons 960 lbs.

Coal remaining on hand at Noon, 134 " 390 "

| P. M. | | | | | | | | | | | | | | | | |
|-------|------------------|--------------------|--------------------|-----|-------|----|----|----|-----------------|--------------|----|--|--|--|--|--|
| 1 | <i>Black</i> | <i>E. by S.</i> | <i>S. E.</i> | 2-3 | 30.21 | 69 | 67 | 66 | <i>S. E. N.</i> | <i>cum.</i> | 9 | | | | | |
| 2 | 0 6 <i>Flood</i> | " | <i>S. E. by S.</i> | 2 | 30.21 | 69 | 68 | 67 | " | " | 9 | | | | | |
| 3 | 0 7 " | " | " | 2 | 30.20 | 69 | 68 | 67 | <i>S. N.</i> | <i>mass.</i> | 10 | | | | | |
| 4 | 0 5 " | " | " | 2 | 30.19 | 69 | 68 | 67 | " | " | 10 | | | | | |
| 5 | 0 2 " | <i>S. E. by S.</i> | " | 2 | 30.19 | 69 | 68 | 67 | " | " | 10 | | | | | |
| 6 | <i>S. 4</i> | <i>S. E.</i> | " | 2 | 30.18 | 67 | 67 | 66 | " | " | 10 | | | | | |
| 7 | <i>Black</i> | " | " | 2 | 30.19 | 68 | 67 | 66 | " | " | 10 | | | | | |
| 8 | <i>Surging</i> | <i>North</i> | <i>S. E.</i> | 2 | 30.19 | 67 | 67 | 66 | " | " | 10 | | | | | |
| 9 | 1 8 <i>Ebb</i> | " | " | 1-2 | 30.24 | 68 | 67 | 66 | <i>S. N. W.</i> | " | 10 | | | | | |
| 10 | 2 4 " | " | <i>S. E.</i> | 1-2 | 30.24 | 68 | 67 | 66 | " | " | 10 | | | | | |
| 11 | 2 5 " | " | <i>Calms</i> | 0 | 30.24 | 68 | 67 | 66 | " | " | 10 | | | | | |
| Mid. | 2 2 " | " | " | 0 | 30.24 | 68 | 67 | 66 | " | " | 10 | | | | | |

under the command of

Commander F. O. Dickins
Monday, April 16

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy, with passing showers and rain. Light air and breeze from South and S. by E. Turning to the flood tide at 12.30 Noon set about 3.50 A. M.

W. B. Caperton.
Lieutenant U. S. N.

From 4 to 8 A. M.

Light air to light breeze from S.E. and East. Cool and cloudy. Turning to the
^{at 7.30} Received on board in Bay Department 83 1/4 lbs. fresh beef, 83 1/4 lbs. fresh vegetables and 64 lbs. bread. At 8.00 covered rigging yards and loosed sail.

Geo. R. Grant,
Lieutenant U. S. N.

From 8 A. M. to Noon.

Misty and warm. Gentle breeze from E. S. E. At 9.30 mustered at quarters following absentees: - E. T. Miller (F. C.), J. Drumney, E. Andrews, J. L. Brown, P. Perry, E. H. Clark, C. A. Hill & O. M. and E. T. Williams (App. 3rd class). Received in Construction Department 300 feet milled white lumber, and in Equipment Department two cords wood and two barrels lard oil. The Commanding Officer made an official visit to the U. S. L. S. "Becke". Immediately after quarters called all boats Arms and Away (except dinghy) and arrived at tactics under oars. Riding to ebb tide. At 11.30 furled sail. Temperature of magazine 71° forward 66° aft.

Montgomery W. Taylor
Ensign U. S. N.

From Noon to 4 P. M.

Misty and pleasant. Light air and breeze from E. S. E. and S. E. by S. Barometer falling. Gunnery gang overhauled the cylinders of the 6 guns Hotchkiss R. & W. At 1.00 the 3rd watch was given musketry money and their liberty on shore. The first watch had machinepike seamanship sailmaking and signals from 1.15 to 2.15; gunnery from 2.30 to 3.30 and accounts from 3.45 to end of watch. The second watch had boat service and swimming from 1.30 to 3.30 and broadsword from 3.45 to end of watch. Ship arriving to flood tide at 12.45.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Light breeze from S. E. by S. P. Perry (App. 3rd class) returned on board having been absent sometime 72 hours. At 6.50 sent down topgallant and royal yards. Liberty party of boys returned on board Received on board three barrels of oil in Dept. Steam Engineering.

N. T. Holman
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear and damp. Bright starlight and moonlight night. Calms and light air from S. E. and S. S. E. Ship riding to the ebb tide.

W. B. Caperton.
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

At anchor in the Harbor of Charleston, S.C.

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | State of the Weather, by symbols. | | Forms of Clouds, by symbols. | | Force of Clear Sky, in fathoms. | | State of the Sea. | |
|----------------------|--------|---------|------------------------|-------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------|------------------------------|----|---------------------------------|--|-------------------|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Head. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | | |
| <i>Tidal Current</i> | | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | <i>Ship's head</i> | | | | | | | | | | | | | | | | |
| 1 | | | <i>Black</i> | <i>N.E. by N.</i> | <i>Calm</i> | 0 | | | 30.22 | 66 | 66 | 65 | | <i>b.w.</i> | <i>none</i> | 10 | | | | |
| 2 | 0 | 5 | <i>Clear</i> | <i>S.E. by S.</i> | " | 0 | | | 30.21 | 66 | 66 | 65 | | " | " | 10 | | | | |
| 3 | 0 | 7 | " | <i>S.E.</i> | " | 0 | | | 30.20 | 66 | 66 | 65 | | " | " | 10 | | | | |
| 4 | 0 | 7 | " | " | " | 0 | | | 30.20 | 66 | 66 | 65 | | " | " | 10 | | | | |
| 5 | 0 | 5 | " | " | " | 0 | | | 30.19 | 67 | 66 | 65 | | <i>b.c.m.w.</i> | <i>cum.</i> | 9 | | | | |
| 6 | 0 | 4 | " | " | " | 0 | | | 30.19 | 66 | 66 | 65 | | <i>b.c.m.</i> | <i>cir. cum.</i> | 8 | | | | |
| 7 | 0 | 1 | " | <i>S. by N.</i> | " | 0 | | | 30.20 | 66 | 66 | 65 | | <i>b.m.</i> | <i>none</i> | 10 | | | | |
| 8 | | | <i>Surging to Ebb.</i> | " | " | 0 | | | 30.22 | 65 | 66 | 65 | | " | " | 10 | | | | |
| 9 | 1 | 7 | <i>Ebb</i> | <i>N. by N.</i> | " | 0 | | | 30.25 | 69 | 68 | 67 | | " | " | 10 | | | | |
| 10 | 1 | 8 | " | <i>N. N. W.</i> | <i>N. E. by E.</i> | 2 | | | 30.28 | 71 | 69 | 68 | | <i>b.c.</i> | <i>cir. cum.</i> | 5 | | | | |
| 11 | 1 | 5 | " | <i>North</i> | " | 2 | | | 30.28 | 72 | 70 | 69 | | " | " | 5 | | | | |
| Noon. | 1 | 1 | " | <i>N. by N.</i> | <i>S. E.</i> | 2 | | | 30.27 | 72 | 71 | 70 | | " | " | 5 | | | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 3 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 3 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|---------------|---|---|-----------------|
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " | variation used, |
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " | variation used, |

Water expended during the preceding 24 hours,

400 gallons.

Water received during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at Noon,

1500 "

Coal consumed during the preceding 24 hours,

tons 1440 lbs.

Coal remaining on hand at Noon,

133 " 1190 "

| P. M. | | | | | | | | | | | | | | | | |
|-------|---|---|-------|-------------|-------------|-----|--|-------|----|----|----|----------|-----------|--|----|--|
| 1 | 1 | 0 | Ebb | N. N. W. | South | 2-3 | | 30.24 | 73 | 71 | 68 | b. c. m. | cir. cum. | | 7 | |
| 2 | 0 | 5 | Clear | S. E. | " | 2-3 | | 30.22 | 74 | 72 | 68 | " | " | | 8 | |
| 3 | 0 | 9 | " | South | S. by W. | 3 | | 30.20 | 74 | 72 | 68 | " | " | | 9 | |
| 4 | 0 | 8 | " | " | " | 3 | | 30.18 | 74 | 72 | 68 | " | " | | 9 | |
| 5 | 0 | 2 | " | " | " | 3 | | 30.18 | 73 | 72 | 68 | " | " | | 9 | |
| 6 | 0 | 4 | " | " | S. E. | 3 | | 30.18 | 71 | 71 | 68 | b. | none | | 10 | |
| 7 | 0 | 5 | " | " | " | 3 | | 30.18 | 70 | 70 | 68 | " | " | | 10 | |
| 8 | | | Clear | S. E. by N. | " | 3 | | 30.20 | 70 | 70 | 68 | " | " | | 10 | |
| 9 | 0 | 9 | Ebb | N. E. by N. | S. E. by S. | 3 | | 30.19 | 69 | 68 | 67 | b. w. | " | | 10 | |
| 10 | 1 | 6 | " | N. N. W. | S. E. | 3 | | 30.19 | 69 | 68 | 67 | " | " | | 10 | |
| 11 | 1 | 8 | " | " | " | 3 | | 30.19 | 68 | 67 | 66 | " | " | | 10 | |
| Mid. | 1 | 4 | " | " | " | 2 | | 30.19 | 68 | 67 | 66 | " | " | | 10 | |

under the command of

Commander F. W. Dickins
Tuesday April 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Calm and clear. Bright moonlight. Very heavy dew. Began surging to flood tide at 1.30 and finished surging at 1.45.

G. R. Black,
Lieutenant U. S. N.

From 4 to 8 A.M.

Heavy mist, clearing last part. Calm. Morn set at 4.20. Received in Pay Department 88 1/4 lbs. beef, 88 3/4 lbs. vegetables, and 71 lbs. bread. At 8 o'clock crossed topgallant yards.

W. J. Thompson,
Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy, warm and pleasant. Calms to light breeze from N. E. to S. W. Mustered at quarters at 9.30 with the following apprentices reported overstaying liberty, E. Andrews, J. L. Brown, E. H. Clark, C. A. Hill, E. O. Williams and H. Cooper. At 10.00 P. O. Moore (App. 30) returned on board by hour's overtime. J. Drummy (App. 30) and E. F. Miller (P. 10) were this day declared deserters from the Naval Service and their personal effects were sold at auction on board the ship at 11.45. All apprentices were drilled at loosing and furling sail, first to a bowline then to a bunline. Received on board 1100 gallons of fresh water. Overhauled the cylinders of both 1 pdr. Hotchkiss R. & L. Nos. 9 and 52. Temperature of magazines forward 71°, aft 66°.

Roger Wells, Jr.,
Ensign U. S. N.

From Merid. to 4 P.M.

Generally clear and pleasant. Light to gentle breeze from South to S. by W. Received 1500 gallons fresh water on board. Shifted jib, fore topmast stay sail, fore top sail and foresail and lowered and escaped spanker gaff and hoisted it in place again. Towed out clothing and small stores to apprentices and crew.

N. D. Solomon,
Ensign U. S. N.

From 4 to 8 P.M.

Clear and fine weather. Gentle breeze from S. by W. A large visiting party from the Carolina Yacht Club came on board at 5.30. At 6.52 cut down topgallant yards. Riding to the flood tide. Slack water at 8 o'clock.

W. R. Papirton,
Lieutenant U. S. N.

From 8 P.M. to Midnight

Gentle to light breeze from S. W. by S. and S. W. Clear and cool. Bright moonlight. Heavy dew. Flood ebb tide. At 10.30 discovered E. O. Moore, J. Perry, and A. E. Benson App. 30s blow, making an attempt to leave the ship in the pout.

G. R. Black,
Lieutenant U. S. N.

Examined and found to be correct.

* J. Drummy (App. 30) declared a deserter from the 7th inst.
E. F. Miller (P. 10) declared a deserter from the 9th inst.

J. B. McLean,
Lieutenant U. S. N., Navigator.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky in fathoms. | State of the Sea. |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Ship's head | | | | | | | | | | | | | | | | | | |
| Tidal Current | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | Ebb | N by W. | S.W. by S. | | 2-3 | | | 30.21 | 68 | 68 | 67 | b.c.w. | none | 10 | | |
| 2 | 0 | 8 | " | N. N. E. | " | | 2 | | | 30.21 | 68 | 68 | 67 | " | " | 10 | | |
| 3 | 0 | 7 | Flood | South | S.W. by W. | | 1-2 | | | 30.18 | 68 | 68 | 67 | " | " | 10 | | |
| 4 | 0 | 7 | " | S. by E. | " | | 1-2 | | | 30.19 | 68 | 67 | 67 | " | " | 10 | | |
| 5 | 0 | 8 | " | S. & E. | balm | | 0 | | | 30.19 | 68 | 67 | 67 | b.c.w. | cum. | 7 | | |
| 6 | 0 | 5 | " | " | " | | 0 | | | 30.19 | 67 | 67 | 67 | " | " | 6 | | |
| 7 | 0 | 4 | " | " | " | | 0 | | | 30.19 | 66 | 67 | 67 | b.c.m. | cir. cum. | 6 | | |
| 8 | 0 | 2 | " | " | S.E. | | 0-1 | | | 30.21 | 65 | 68 | 68 | " | " | 6 | | |
| 9 | 0 | 7 | Ebb | N by W. | " | | 1 | | | 30.29 | 70 | 70 | 70 | " | " | 7 | | |
| 10 | 1 | 4 | " | " | " | | 1 | | | 30.30 | 70 | 71 | 71 | " | " | 7 | | |
| 11 | 1 | 5 | " | North | " | | 1-3 | | | 30.30 | 70 | 69 | 69 | " | " | 6 | | |
| Noon. | 1 | 6 | " | " | " | | 1-3 | | | 30.26 | 70 | 69 | 68 | " | " | 5 | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Water expended during the preceding 24 hours, 400 gallons.

Water received during the preceding 24 hours, 1500 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, tons 880 lbs.

Coal remaining on hand at Noon, 133 " 310 "

| P. M. | Knots. | Tide. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Clear Sky in fathoms. | State of the Sea. |
|-------|--------|-------|------------------------|--------------------------------------|------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--------------------------------|-------------------|
| 1 | 1 | 3 | Ebb | N. N. E. | S.E. | 2 | | | 30.30 | 70 | 69 | 68 | | b.c.m. | cir. cum. | 4 | |
| 2 | 3 | Flack | " | E. S. E. | " | 2 | | | 30.32 | 70 | 69 | 68 | | " | " | 6 | |
| 3 | 0 | 3 | Flood | S. by E. | " | 2 | | | 30.32 | 71 | 70 | 69 | | " | " | 6 | |
| 4 | 0 | 8 | " | " | " | 2 | | | 30.32 | 71 | 70 | 69 | | " | cir. cum. | 4 | |
| 5 | 0 | 9 | " | E. S. E. | S.E. by S. | 2 | | | 30.30 | 72 | 70 | 70 | | " | " | 5 | |
| 6 | 0 | 7 | " | S.E. by S. | " | 2 | | | 30.29 | 72 | 70 | 69 | | " | " | 5 | |
| 7 | 0 | 6 | " | S. S. E. | S.E. | 2-3 | | | 30.28 | 71 | 69 | 68 | | " | " | 2 | |
| 8 | 0 | 5 | " | " | " | 2-3 | | | 30.27 | 70 | 68 | 67 | | " | " | 2 | |
| 9 | 3 | Flack | " | N. S. W. | " | 2 | | | 30.22 | 71 | 70 | 70 | | " | " | 2 | |
| 10 | 1 | 7 | Ebb | North | " | 2 | | | 30.23 | 71 | 70 | 70 | | b.c.m. | none | 10 | |
| 11 | 1 | 4 | " | N by W. | " | 2 | | | 30.23 | 71 | 70 | 70 | | " | " | 10 | |
| Mid. | 1 | 3 | " | " | " | 2 | | | 30.23 | 71 | 70 | 70 | | " | " | 10 | |

under the command of

Commander J. M. Dickins
Wednesday April 18

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Slightly misty. Bright moonlight. Light air to gentle breeze from N. by E. and S. by N. At 2.20 coming to flood tide.

Montgomery W. "Learner"

Ensign U. S. N.

From 4 to 8 A. M.

Misty but pleasant. Calms with light S. E. air last hour. Ship riding to flood tide. At 8.00 bread, lard, salt and royal goods. Received 9 1/4 lbs. beef, 9 1/4 lbs. vegetables, and 73 lbs. bread which passed inspection.

Roger Cheller Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Cloudy and hazy. Light air to gentle breeze from S. E. At 9.30 mustered at quarters and the following absentees were reported: E. Andrews, J. L. Brown, E. L. Black, L. A. Bell, E. J. Williams, and F. Cooper (App's 3^d class, and L. O. Keefe (En)) At 11.0 clock, L. O. Keefe (En) returned on board about 11.00. Had divisional instruction in gunnery from 9.30 to 10.30. From 10.45 to 11.15 crew cut and shifted down bags. The acting appointments of J. M. Norton (Master) and J. Peterson (Ch. Mat. W.) were renewed for a further period of six months; the former to date from Feb. 13 1894 and the latter from April 4 1894. Crew engaged in setting up light rigging and bracing side. J. Perry, L. O. Brown and R. E. Benson (App's 3^d class) were brought to the mast and by order of Commanding Officer, sentenced to 5 days solitary confinement in bread and water for attempting to leave ship without permission, singly and in succession beginning with R. E. Benson. Fixed magazine flood cocks and drains and found them in working order. Temperature of magazine 71° forward, 67° aft.

N. P. Colman
Ensign U. S. N.

From Merid. to 4 P. M.

Fair and pleasant. Light breeze from S. E. Black water at 2.0 clock. Turning to the flood at 2.45. Making preparations for reception on board to the people of Charleston. Disabled one life buoy while testing its latching qualities.

W. A. Caperton
Lieutenant U. S. N.

From 4 to 8 P. M.

Light to gentle breeze from S. E. by E. and S. E. Fair first half, cloudy last two hours. Flood tide. Gave reception on board to many people of Charleston.

A. R. Brown
Lieutenant U. S. N.

From 8 P. M. to Mid

Misty with heavy dew. Light air from N. E. At 8.30 the Master at Arms reported J. Perry (App 3^d cl.) and L. O. Brown (App 3^d cl.) absent from the ship. Ship riding to Ebb tide after slack water at 9.00.

Examined and found to be correct.

Roger Cheller, Jr.
Ensign U. S. N.

J. B. McAllen
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of Charleston S.C. and making passage to
Yorktown Va.

Third Rate,

| Yorktown, Va. 1862 | | | | | | | | | | | | | | | | | | | |
|--------------------|--------|---------|------------------------|--------------------------------------|-------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|--------------------------------------|------------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Ship's head | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction and Force of Surface Wind. | Direction and Force of Under Wind. | State of the Sea. |
| | | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | |
| Idol Current | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 7 | E.H. | North | | Calm | | 0 | | | 30.24 | 71 | 70 | 70 | b. c. w. | cum. | | 6 | |
| 2 | 1 | 5 | " | " | | " | | 0 | | | 30.24 | 71 | 70 | 70 | " | " | | 5 | |
| 3 | 0 | 2 | Slack | " | | S. S. E. | | 1-2 | | | 30.23 | 70 | 69 | 68 | " | " | | 4 | |
| 4 | 0 | 1 | Turning | " | | " | | 1-2 | | | 30.22 | 69 | 68 | 67 | b. w. | none | | 10 | |
| 5 | 0 | 3 | Slack | S. by E. | | South | | 0-1 | | | 30.31 | 69 | 68 | 66 | b. c. | unevent | | 7 | |
| 6 | 0 | 7 | " | " | | " | | 0-1 | | | 30.32 | 69 | 68 | 66 | " | " | | 8 | |
| 7 | 0 | 5 | " | " | | " | | 2 | | | 30.33 | 69 | 69 | 68 | " | " | | 9 | |
| 8 | 0 | 4 | " | South | | " | | 2 | | | 30.36 | 69 | 69 | 68 | " | " | cum. cir. cum. | 8 | |
| 9 | 0 | 5 | Ebb | S. W. | | S. by W. | | 2-3 | | | 30.37 | 70 | 71 | 69 | " | " | cum. | 7 | |
| 10 | 1 | 6 | " | S. S. W. | | " | | 3-4 | | | 30.37 | 70 | 71 | 69 | " | " | " | 7 | |
| 11 | 2 | 5 | " | S. W. by W. | | S. W. by S. | | 4 | | | 30.38 | 71 | 72 | 69 | " | " | " | 7 | |
| Noon. | 2 | 4 | " | " | | " | | 4-5 | | | 30.38 | 71 | 72 | 69 | " | " | " | 7 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. o " "

 { Longitude by D. R. o " "

 { Latitude by observations of ☉ o " "

 { Longitude by chronometer from Forenoon Observations of ☉ o " "

Position at 8 A. M. { Latitude by o " "

 { Longitude by o " "

Position at 8 P. M. { Latitude by o " "

 { Longitude by o " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2100 "

Coal consumed during the preceding 24 hours,

1 tons 640 lbs.

Coal remaining on hand at Noon,

131 " 1910 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Ship's head | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Ther. at surface of water. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|-------------|-------------|-------|---------|-------------------|-------------|----------------|----------------|----------------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|---|
| 1 | 1 | 6 | Ebb. | N. E. | | S. W. by S. | | 4-5 | | | 30.38 | 76 | 74 | 70 | | b. c. | cir cum. | 7 |
| 2 | 1 | 0 | " | N. E. by E. | | " | | 4-5 | | | 30.34 | 76 | 74 | 70 | | " | " | 4 |
| 3 | 0 | 8 | Slack. | S. by W. | | S. by W. | | 4-5 | | | 30.33 | 75 | 75 | 71 | | " | " | 5 |
| 4 | 0 | 8 | Slack | South | | " | | 4 | | | 30.30 | 75 | 76 | 71 | | " | " | 6 |
| 5 | | | Underway | Standing out of Charleston Harbor | | South | | 3 | | | 30.29 | 72 | 73 | 69 | | " | " | 6 |
| 6 | 1 | 5 | 89.5 | E. by S. | | " | | 3 | | | 30.28 | 71 | 71 | 68 | | " | " | 3 |
| 7 | 1 | 5 | 90.5 | E. by S. | | S. E. | | 3 | | | 30.28 | 69 | 69 | 68 | | " | " | 2 |
| 8 | 4 | 2 | 99.7 | E. S. E. 1/2 E. | | S. by E. | | 3 2 | | | 30.28 | 69 | 69 | 68 | | " | " | 3 |
| 9 | 4 | 2 | 3.9 | E. S. E. 1/4 E. | | South | | 3 3 | 1/2 | | 30.30 | 69 | 69 | 68 67 | | cir cum. | 4 | |
| 10 | 4 | 1 | 8.0 | E. S. E. 1/2 E. | | S. by W. | | 3-4 3 | 1/2 | | 30.30 | 69 | 69 | 68 67 | | " | " | 5 |
| 11 | 4 | 0 | 12.0 | " | | " | | 3-4 3 | 1/2 | | 30.29 | 70 | 70 | 68 67 | | " | " | 5 |
| Mid. | 3 | 9 | 16.9 | " | | " | | 3-4 3 | 1/2 | | 30.28 | 70 | 70 | 68 67 | | " | " | 4 |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Clear and pleasant. Heavy dew falls to light breeze from S. S. E.
Bright moonlight.

Montgomery W. Tupper

Ensign W. F. N.

From 4 to 8 A. M.

B.azy and pleasant. B.alm to light breeze from South. Barometer rising.

N. D. Postman

Ensign W. F. N.

From 8 A. M. to Merid.

Clear and pleasant. Gentle increasing to stiff breeze from S. by N. Arriving to F. W. by F. Mustard at 9.30 and found the following absentees: E. Andrews (App 30), J. L. Brown (App 30), E. H. Clark (App 30), G. A. Field (App 30), E. J. Williams (App 30), R. Cooper (App 30), all absent over leave, and F. Perry and G. O. Mon (App 30, 31) were absent without leave. At 9.45 sent down topgallant yards, but topgallant sails and royal and flying jib, and crossed topgallant and royal yards. Swived and sent below awnings, secured boats for sea and made preparations generally for sea. At 11.00 A. M. started fire under boilers B. E. and D. Flashed water at 8.35 and curing to the alt tide at 9.30. Temperature of magazine 71° found 67° aft. Received in Deps. Supplies and Accouts 9 1/4 lbs. fresh beef, 9 1/4 lbs. fresh vegetables and 73 lbs. fresh bread.

W. L. Caperton

Lieutenant W. F. N.

From Merid. to 4 P. M.

Moderate to stiff breeze blowing in squalls from S. by E. and S. by N. Fair and pleasant. Turning to flood tide at 2.30. Hoisted stars cutter and continued preparations for sea. Draught of ship, forward 14 feet, aft 16 feet 5 1/2 inches. Went to quarters at 3.55 and turned in clean bags. Repaired and tested port life buoy. Fired under boilers B. E. and D.

W. L. Caperton

Lieutenant W. F. N.

From 4 to 6 P. M.

Fair and pleasant. Gentle breeze from South. At 4.20 called "all hands up anchor". At 4.25 sighted anchor badly fouled, got it clear at 5.50. At 6.00 crossed bar with 19 1/4 feet water and stopped engine while pilot J. E. Alden left the ship and went aboard pilot boat R. B. Cowan of Charleston. At close on course E. S. E. under steam, with fire under boilers B. E. and D.

Montgomery W. Tupper

From 6 to 8 P. M.

Calmy. Gentle breeze from South to S. by E. At 6.15 ship on course E. S. E. (p. 2). At 6.20 took departure Port Santos bearing N. W. by N. 3/4 N. (mag). Charleston light N. E. 1/4 E. (mag). Patterson's Shoal light ship S. 1/4 N. (mag), and put our present log reading 90. At 6.45 made all plain sail to topgallant sail except mainmast and aft topmast. At 7.06 stopped engine, hoisted smokestack and unengaged propeller shaft. All hands fired at the wheel and backed fire in boiler B. Started distilling at 7.30. Appointments at the wheel.

Roger Welles, Jr.

Ensign W. F. N.

From 8 P. M. to Merid.

Fair, cool and pleasant. Gentle to moderate breeze from South and S. by E. Course E. S. E. (p. 2). Examined and found to be correct. Steaming full and by on starboard tack under same sail as in preceding watch. Lighted two sails during watch on standing to S. and N. and on to N. and E. Distilling with fire backed under boiler B. At 9.00 clock lost sight of Charleston light bearing about N. 1/2 S. Appointments at the wheel.

W. L. Caperton

Lieutenant W. F. N.

J. B. Meillon

Lieutenant W. F. N. Navigator

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston, S.C. to Yorktown, Va.

Thud Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prog. of Clear Sky in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-----------------|-------------------|------------|---|-----------------------------------|------------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Air, Wet & Air. | Water at Surface. | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | |
| 1 | 5 | 6 | 20.5 | E. by S. | Swth | 3-4 | 3 | 1/2 | 30.22 | 70 | 68 | 68 | b.c. | | cum. mist. | 1 | M. | | | |
| 2 | 5 | 2 | 25.7 | E. S. E. 3/4 E. | " | 3-4 | 3 | 1/2 | 30.20 | 70 | 68 | 68 | " | | " | 1 | " | | | |
| 3 | 5 | 3 | 30.0 | E. S. E. 1/4 E. | S. by W. | 4 | 3 | 1/2 | 30.20 | 70 | 71 | 68 | 68 | o.c. | " | 0 | " | | | |
| 4 | 6 | 1 | 36.1 | E. S. E. | S. by W. | 5 | 3 | 1/2 | 30.20 | 70 | 71 | 68 | 68 | " | " | 0 | " | | | |
| 5 | 5 | 8 | 41.9 | " | " | 4-5 | 5 | 1/2 | 30.19 | 72 | 71 | 68 | 73 | " | " | 0 | 6 | | | |
| 6 | 5 | 3 | 47.2 | " | " | 4-5 | 5 | 1/2 | 30.22 | 71 | 71 | 68 | 74 | " | " | 0 | " | | | |
| 7 | 5 | 6 | 52.8 | " | " | 4-5 | 5 | 1/2 | 30.23 | 72 | 72 | 68 | 74 | " | " | 0 | " | | | |
| 8 | 5 | 1 | 57.9 | " | " | 4-5 | 5 | 1/2 | 30.24 | 72 | 71 | 68 | 72 | " | " | 0 | " | | | |
| 9 | 4 | 8 | 62.7 | " | S. by W. | 4 | 5 | 1/2 | 30.28 | 72 | 71 | 68 | 72 | b.c. | cum. | 4 | " | | | |
| 10 | 5 | 4 | 68.1 | E. S. E. 1/4 E. | " | 4 | 5 | 1/2 | 30.29 | 71 | 71 | 67 | 72 | o.c. | " | 0 | " | | | |
| 11 | 6 | 3 | 74.4 | " | " | 4 | 5 | 1/2 | 30.30 | 72 | 71 | 68 | 73 | " | " | 0 | " | | | |
| Noon. | 6 | 5 | 80.9 | E. S. E. | " | 4 | 5 | 1/2 | 30.30 | 72 | 72 | 69 | 74 | " | " | 0 | " | | | |

93. 4 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, 79° E.

| | | |
|---------------------|--|---------------|
| Position at Noon: | Latitude by D. R. | 32° 0' 17" N. |
| | Longitude by D. R. | 77° 0' 58" W. |
| | Latitude by observations of ☉ | 32° 0' 20" N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 77° 0' 49" W. |
| Position at 8 A. M. | Latitude by <i>D.R.</i> | 32° 0' 26" N. |
| | Longitude by <i>Chronometer</i> | 78° 0' 11" W. |
| Position at 8 P. M. | Latitude by <i>observation (Lunar) from 4.20 P.M.</i> | 32° 0' 11" N. |
| | Longitude by .. | 76° 0' 42" W. |

Current during the time, 9 knots tenths per hour, setting to the $N 66^{\circ}$ E

Error of the Compass by Azimuth ☉ observed at .. ship's head

Deviation of the Compass by Azimuth ☉ observed at .. ship's head

Error of the Compass by Azimuth ☉ observed at .. ship's head

Deviation of the Compass by Azimuth ☉ observed at .. ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

98 knots tenths.

| |
|---------------|
| 32° 0' 17" N. |
| 77° 0' 58" W. |
| 32° 0' 20" N. |
| 77° 0' 49" W. |
| 32° 0' 26" N. |
| 78° 0' 11" W. |
| 32° 0' 11" N. |
| 76° 0' 42" W. |

4 00 gallons.

4 50 "

2 1 50 "

2 tons 11 20 lbs.

129 " 79 60 "

| P. M. | | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|-----------------|----------|-----|---|-----|-------|----|----|----|----|-----------|------------|---|----|--|--|
| 1 | 6 | 4 | 87.3 | E. S. E. | S. by W. | 4 | 5 | 1/2 | 30.28 | 73 | 72 | 68 | 76 | b.c. | cum. | 1 | M. | | |
| 2 | 6 | 7 | 94.0 | " | S. by W. | 4 | 5 | 1/2 | 30.27 | 73 | 72 | 68 | 78 | o.c. | " | 0 | " | | |
| 3 | 6 | 7 | 100.7 | E. S. E. 1/4 E. | S. by W. | 4 | 5 | 1/2 | 30.27 | 73 | 72 | 68 | 77 | " | " | 0 | " | | |
| 4 | 6 | 4 | 7.1 | " | " | 4-5 | 5 | 1/2 | 30.22 | 73 | 72 | 68 | 78 | " | " | 0 | " | | |
| 5 | 6 | 2 | 13.3 | E. S. E. 1/2 E. | " | 5-6 | 5 | 3/4 | 30.20 | 72 | 71 | 67 | 76 | b.c. | cum. mist. | 1 | 6. | | |
| 6 | 6 | 2 | 19.5 | " | S. by W. | 5-6 | 5 | 3/4 | 30.19 | 72 | 71 | 67 | 76 | " | " | 1 | " | | |
| 7 | 5 | 3 | 24.8 | " | " | 5-6 | 5 | 1 | 30.17 | 72 | 71 | 67 | 76 | " | " | 1 | " | | |
| 8 | 5 | 4 | 29.6 | " | " | 6-7 | 5 | 1 | 30.16 | 72 | 71 | 67 | 76 | b.c. cum. | cum. | 7 | " | | |
| 9 | 4 | 5 | 28.5 | " | " | 6 | 5 | 3/4 | 30.19 | 72 | 71 | 67 | 74 | " | cum. mist. | 3 | " | | |
| 10 | 4 | 7 | 33.2 | E. S. E. | " | 6 | 5 | 3/4 | 30.19 | 72 | 71 | 67 | 73 | " | " | 4 | " | | |
| 11 | 4 | 6 | 37.8 | " | " | 6 | 5 | 3/4 | 30.19 | 72 | 71 | 67 | 73 | " | " | 4 | " | | |
| Mid. | 5 | 0 | 42.8 | " | " | 6 | 5 | 3/4 | 30.19 | 72 | 71 | 68 | 73 | " | " | 3 | " | | |

under the command of

Commander F. H. Dickens
Friday, April 20

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Gentle to stiff breeze from Smith, veering to S. E. Overcast with moon
clearing at intervals during early part of watch. Moderate sea from Smith. Blow hauled on starboard
tack, under for topmast stay-sail, main top-sail and plow sail to topgallant sails except mainsail.
Distilling with fire banked under boiler B. Apprentices at the wheel.

From 4 to 8 A. M.

Overcast and damp. Moderate to fresh breeze from S. E. Irregular cross sea. Blushed breeze.
At close on corner S. E. under plow sail to topgallant sails, with for topmast stay-sails and main
top-sail. Distilling with banked fire under boiler B. Apprentices at the wheel.

From 8 A. M. to Noon.

Overcast. Moderate breeze from S. by N. Barometer rising. At 9.20 set single reefed
mainsail, royals and flying jib. At end of watch under all sail except main and mizzen topmast stay-sails,
on corner S. E. At 9.30 rounded call to General Quarters, divisions reporting cast loose as follows. Forward
and After Powder divisions, 11 minutes. Navigator's division in 5 1/2 minutes. 3rd division in 7 minutes 40 seconds. 2nd division
in 10 minutes and 1st division in 11 minutes 10 seconds. The first division gave fire 8 rounds in 1 minute, the 2nd division
gave fire 10 rounds in 1 minute and the 3rd division gave 11 rounds. At 10.45 rounded fire bell, the divisions
reporting ready for starting as follows. 3rd division, 1 minute 20 seconds. Powder division, 1 minute 20 seconds. Navigator
and Engineer divisions, 1 minute 40 seconds. 1st division, 2 minutes 40 seconds. 3rd division, 2 minutes 50 seconds.
Immediately after fire quarters got up provisions and provided all boats for abandoning ship, let out boats falls,
then rounded emergency call to get all hands on deck and prepared to launch boats in the water. Fanned at
11.15. Temperature of magazines 72° forward 69° aft. Distilling with banked fire under boiler B. Engineer Dept.
engaged in cleaning bridge. During great gun drill a company of 40 men put into 4 R. S. gun was engaged. Roger Welles, Jr.
From Noon to 4 P. M.

Cloudy and damp. Moderate to stiff breeze from S. by N. and S. E. Corner S. E. (S. E.). Fanning
full and by on the starboard tack under all plow sail to royals and main top-sail, except one reef in mainsail. At 3 P. M. took
in royals and flying jib. Two sails in eight during watch, standing to the N. E. and E. S. E. At 1.00 hours under chains
and secured anchors for sea. The Apprentices were instructed as follows: 3rd period from 1.15 to 2.00, 3rd watch at broadside
and 1st watch at infantry; 4th period from 2.15 to 3.00, 3rd watch had infantry; and 1st watch had broadside. The 2nd watch
were instructed steering ship. Distilling with banked fire under boiler B. Apprentices at the wheel.

From 4 to 6 P. M.

Stiff to fresh breeze from S. by N. and S. E. Cloudy, choppy sea. At 4.05 took in topgallant sails. At end of watch
on starboard tack under for topmast stay-sail, main top-sail, spraker, top-sails, fore-sail and single reefed mainsail. Distilling with
banked fire under boiler B. Apprentices at the wheel. Lighted a sailing vessel on starboard beam at 5.30.

From 6 to 8 P. M.

Cloudy, stiff to fresh breeze from S. E. At 6.05 took two reefs in top-sails. At 7.30 took in mainsail and main top-sail. At
6.10 watches had carrying of forward carried away. From noon at 7.25 At close under jib for topmast stay-sail, fore-sail, double reefed
top-sails and spraker, by the wind on starboard tack. Distilling with banked fire under boiler B. Apprentices at the wheel.

From 8 P. M. to Midnight.
Examined and found to be correct.

Cloudy and damp. Fresh breeze from S. E. Under double reefed top-sails, fore-sail jib for topmast
stay-sail and spraker, on corner S. E. Distilling with banked fire under boiler B.

J. B. M. i. l. t. n.,
Lieutenant U. S. N., Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Charleston, S.C. to Yorktown, Va.

| Reading of Patent Log. | | | | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|------------------------|--------|---------|------|--------------------------------------|--------------------------------|-------------|-------------|-----------|---------|-------------------------|--------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Log. | | Direction by Standard Compass. | Wind. | | | | Height in inches. | Ther. air'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | 1 | 4 | 6 | 47.4 | E. S. E. | S. S. W. | 67 5-10 | 1 | 30.16 | 71 | 71 | 67 | 74 | b.c.g. | air cum. | 2 | R.S.B. | |
| 2 | 4 | 8 | 48.3 | " | " | " | 67 5-10 | 1 | 30.17 | 71 | 71 | 67 | 74 | " | " | 2 | " | |
| 3 | 4 | 8 | 48.4 | " | " | " | 67 5-10 | 1 | 30.18 | 71 | 71 | 67 | 74 | b.c.g. | " | 1 | " | |
| 4 | 5 | 2 | " | " | " | " | 67 5-10 | 1 | 30.10 | 71 | 71 | 67 | 74 | " | " | 2 | " | |
| 5 | 6 | 0 | " | " | " | " | 67 5-10 | 3/4 | 30.07 | 71 | 70 | 67 | 74 | " | " | 4 | " | |
| 6 | 6 | 6 | " | " | " | " | 7 5-11 | 3/4 | 30.04 | 72 | 71 | 67 | 74 | " | " | 5 | 6.0 | |
| 7 | 6 | 6 | " | " | " | S. by S. | 7 5-12 | 3/4 | 30.05 | 72 | 72 | 69 | 74 | b.c.g. | " | 4 | " | |
| 8 | 6 | 4 | " | " | " | " | 7-8 5-14 | 3/4 | 30.07 | 73 | 72 | 69 | 74 | o.o.g. | cum. mist | 0 | " | |
| 9 | 5 | 0 | " | " | " | S. S. W. | 57 9-13 | 1 | 30.07 | 73 | 72 | 69 | 74 | " | " | 0 | " | |
| 10 | 4 | 5 | " | " | " | " | 57 9-13 | 1 | 30.07 | 73 | 72 | 70 | 74 | " | " | 0 | " | |
| 11 | 4 | 8 | " | " | " | " | 7-8 10-20 | 1 | 30.05 | 73 | 73 | 70 | 74 | o.o.p. | " | 0 | " | |
| Noon. | 0 | 5 | " | " | " | S. E. by E. | S. W. by S. | 7-8 13-20 | 3 | 30.05 | 71 | 71 | 69 | 74 | " | " | 0 | " |

127.9 Distance run by log

Course and distance made good since preceding noon by observations, $783^{\circ} E.$

132 knots. tenths.

| | | |
|---------------------|--|----------------|
| Position at Noon: | Latitude by D. R. | 31 0 48 . N. " |
| | Longitude by D. R. | 75 0 09 . W. " |
| | Latitude by observations of \odot | 32 0 07 . N. " |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of \odot | 75 0 09 . W. " |
| | Latitude by <i>D. R. from Noon</i> | 31 0 51 . N. " |
| | Longitude by <i>Observation</i> | 75 0 25 . W. " |
| Position at 8 P. M. | Latitude <i>Observation (Sunset) from 4.30 P.M.</i> | 32 0 16 . N. " |
| | Longitude by " " " " | 74 0 57 . W. " |

Current during the time, 19 knots tenths per hour, setting to the North

Error of the Compass by Azimuth \odot observed at 4.30 P.M., ship's head 76°

3 0 33 . W.

Deviation of the Compass by Azimuth \odot observed at 4.30 P.M., ship's head 76°

1 0 13 E

variation used, 3 0 00 . W.

Error of the Compass by Azimuth \odot observed at " ship's head "Deviation of the Compass by Azimuth \odot observed at " ship's head "

variation used, 0 0 00 .

Water expended during the preceding 24 hours,

450 gallons.

Water distilled during the preceding 24 hours,

1000 "

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons 320 lbs.

Coal remaining on hand at Noon,

128 " 470 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|-----------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 0 | 5 | 48.3 | S. E. by E. | S. W. by S. | 7-8 15-20 | 30.08 | 72 | 71 | 69 | 75 | o.o.g. | cum. mist | 0 | 6.0 |
| 2 | 0 | 6 | " | S. E. | " | 6-7 12-18 | 30.09 | 72 | 71 | 69 | 75 | b.c.g. | " | 2 | " |
| 3 | 0 | 5 | " | " | " | 4-6 8-15 | 30.11 | 71 | 71 | 69 | 75 | b.c.g. | " | 4 | " |
| 4 | 0 | 5 | " | " | " | 4-6 8-10 | 30.11 | 71 | 71 | 70 | 75 | " | air cum. mist. | 7 | " |
| 5 | 1 | 3 | " | S. E. by S. | " | 5-6 — | 30.08 | 72 | 72 | 70 | 75 | " | air cum. cum. | 5 | " |
| 6 | 0 | 8 | " | S. E. by E. | " | 5-6 — | 30.06 | 72 | 72 | 70 | 75 | " | " | 7 | " |
| 7 | 0 | 8 | " | " | " | 5-6 — | 30.02 | 71 | 72 | 70 | 75 | " | " | 7 | " |
| 8 | 0 | 9 | " | S. E. | " | 5-7 — | 30.02 | 71 | 72 | 70 | 75 | " | " | 5 | " |
| 9 | 1 | 0 | " | " | " | 5-6 8-5 | 30.02 | 71 | 72 | 70 | 74 | b.c.g. | cum. mist | 8 | " |
| 10 | 1 | 0 | " | S. E. by S. | " | 5-6 7-9 | 30.02 | 72 | 72 | 70 | 74 | b.c.g. | " | 8 | " |
| 11 | 1 | 0 | " | S. E. | " | 4-5 15-22 | 30.02 | 72 | 72 | 70 | 73 | b.c.b. | cum. | 8 | " |
| Mid. | 1 | 0 | " | " | " | 5-6 10-15 | 30.02 | 72 | 72 | 70 | 73 | b.c.b. | cum. mist | 5 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy, damp and equally weather, clearing to N.W. and W.S. last hour. Fresh to very fresh breeze in squalls from S. & S.W. Lightning to the N.W. and W.S. and S.W. last two hours. Since 6 P.M. (p.m.) Ship on her course under jib, for topmast staysail, double reefed topsails, foreail and spanker. Rough and confused sea from the S.W. Extreme cold to port 16° and to starboard 10° Distilling with fine braked under boiler B. Apprentices at the wheel.

W. B. Caperton.
Lieutenant U. S. N.

From 4 to 8 A.M.

Fresh breeze to moderate gale blowing in squalls from S. & S.W. and S.W. by S. Partly clear during first part, overcast and threatening with rain squalls to S.W. and S.W. last hour. Rough and irregular sea. Ship rolling deeply last hour. At 6:30 sighted a three masted schooner right ahead, standing to the N.W. Took in the jib and spanker at 7:40. At end of watch under for topmast staysail, foreail and double reefed topsails. Distilling with fine braked under boiler B. Apprentices at the wheel.

J. B. Caperton.
Lieutenant U. S. N.

From 8 A.M. to Noon

Overcast and equally. Fresh breeze to moderate gale from S. & S.W. and S.W. by S. Heavy cross sea. Ship rolling deeply, extreme cold 27°. At 10:10 stopped distilling and allowed fire to die out in boiler B. At 11:00 fished for topmast staysail, foreail and fore topsail, close reefed main topsail and set for storm staysail, storm mizzen and fore of main topsail and hove to on starboard tack. Got up penetrator bases. At close lying to on starboard tack under close reefed main topsail, for storm staysail, storm mizzen and fore of main topsail. Temperature of magazines 72° forward, 70° aft. Apprentices at the wheel.

Montgomery W. Taylor.
Ensign U. S. N.

From Noon to 4 P.M.

Overcast equally and rainy to clearing. Fresh breeze to moderate gale in squalls from S.W. by S., moderating to moderate to fresh breeze from S.W. last two hours. Barometer rising. Rough sea. Lying to under for storm staysail, close reefed main topsail, storm mizzen and fore of main topsail. At 3:00 hauled out head of main topsail. A steamer passed astern standing to the Northward. Apprentices at the wheel.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and equally. Moderate to fresh breeze from S.W. Barometer falling. At end of watch lying to heading S.E., under for storm staysail, main topsail close reefed, main topsail and storm mizzen. Sighted a schooner heading to Southward on port beam at 6 o'clock and lost sight of her at 7:00. Apprentices at the wheel.

N. D. Coleman.
Ensign U. S. N.

From 8 P.M. to Midnight

Clear first part, cloudy last hour of watch. Passing schooner first hour. Shift to fresh breeze in squalls from S. & S.W. Since 6 P.M. (p.m.) Ship lying to under same sail as in preceding watch on starboard tack. Rough and choppy sea from S.W. and W.S. Ship rolling frequently and deeply to sea; extreme cold to port 26° and to starboard 28°. Storm ran at 9:10. Apprentices at the wheel. Lightning to N.W. and W.S.

W. B. Caperton.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Charleston, S.C. to Yorktown, Va.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | | | |
| A. M. | 9 | 8 | | | | | | | | | | | | | | |
| 1 | 1 | 0 | hauled in | S.E. | S.W. | 4-6 | - | 8 | 30.03 | 71 | 70 | 69 | 73 | b.c. u. | cir. cum. nimb. | 5-Brk. |
| 2 | 1 | 0 | " | " | " | 5-6 | - | 8 | 30.03 | 71 | 70 | 69 | 73 | o.c.g. u. b. | cum. nimb. | 0 |
| 3 | 1 | 0 | " | South | Ch. N.W. | 5-7 | - | 8 | 30.04 | 64 | 63 | 62 | 72 | o.c.g. b. l. u. | uimb. | 0 |
| 4 | 0 | 5 | " | " | Ch. W. | 3-4 | - | 8 | 30.04 | 65 | 63 | 62 | 72 | " | " | 0 |
| 5 | 0 | 6 | " | S.E. | S.W. | 3-4 | - | 8 | 30.01 | 69 | 68 | 66 | 71 | o.c.g. b. t. | " | 0 |
| 6 | 1 | 0 | " | " | " | 4-5 | - | 6 | 30.00 | 69 | 68 | 66 | 70 | b.c.g. | cir. cum. | 4 |
| 7 | 1 | 5 | " | " | " | 4-5 | - | 6 | 30.01 | 69 | 68 | 67 | 70 | b.c. | " | 6 |
| 8 | 1 | 6 | " | " | " | 4 | - | 6 | 30.04 | 70 | 69 | 68 | 70 | " | " | 7 |
| 9 | 0 | 8 | " | " | " | 4 | - | 6 | 30.03 | 71 | 71 | 69 | 70 | " | " | 7 |
| 10 | 0 | 4 | " | S.E. | " | 4 | - | 1 | 30.03 | 72 | 71 | 69 | 71 | " | " | 4 |
| 11 | 3 | 5 | " | " | S.W. by S. | 3-4 | 4 | 1/2 | 30.08 | 72 | 71 | 69 | 71 | " | cir. cum. | 5 |
| Noon. | 7 | 0 | " | " | " | 3-4 | 4 | 1/2 | 30.09 | 72 | 71 | 69 | 71 | " | " | 7 |

30.8 Distance run by Log

Course and distance made good since preceding noon by observations, $S 63^{\circ} E$ 42 knots. tenths.

| | | |
|---------------------|---|-------------------------|
| Position at Noon: | Latitude by D. R. | $32^{\circ} 02' 0'' N.$ |
| | Longitude by D. R. | $74^{\circ} 03' 2'' W.$ |
| | Latitude by observations of \odot | $31^{\circ} 04' 7'' N.$ |
| | Longitude by chronometer from Forenoon Observations of \odot | $74^{\circ} 02' 7'' W.$ |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | $31^{\circ} 50' 1'' N.$ |
| | Longitude by <i>observation</i> | $74^{\circ} 04' 3'' W.$ |
| Position at 8 P. M. | Latitude by <i>observation (Summer) from 4:00 P. M. observation</i> | $31^{\circ} 04' 1'' N.$ |
| | Longitude by .. | $73^{\circ} 02' 9'' W.$ |

Current during the time, 32 knots tenths per hour, setting to the $S 63^{\circ} E$.Error of the Compass by Azimuth \odot observed at 4:00 P. M. ship's head $S. by E.$ 3 038. W.Deviation of the Compass by Azimuth \odot observed at 4:00 P. M. ship's head $E. by S.$ 3 013. E variation used, 3 010. W.Error of the Compass by Azimuth \odot observed at .. ship's headDeviation of the Compass by Azimuth \odot observed at .. ship's head variation used, 0 ..

Water expended during the preceding 24 hours, 400 gallons.

Water .. during the preceding 24 hours, ..

Water remaining on hand fit for use at Noon, 2300 ..

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 128 70 ..

| | | | | | | | | | | | | | | | | | |
|-------|---|---|-----------|----------|------------|---|-----|---|-------|----|----|----|----|------------|------------|---|----|
| P. M. | 3 | 0 | | S.E. | S.W. by S. | 4 | 5 | 0 | 30.09 | 72 | 72 | 69 | 71 | b.c. | cir. cum. | 8 | N. |
| 1 | 3 | 0 | hauled in | E. by S. | " | 4 | 5 | 0 | 30.09 | 72 | 72 | 69 | 71 | " | " | 8 | " |
| 2 | 5 | 0 | " | " | " | 4 | 5 | 0 | 30.08 | 72 | 72 | 69 | 71 | " | " | 8 | " |
| 3 | 6 | 0 | " | " | " | 4 | 5 | 0 | 30.08 | 73 | 72 | 69 | 74 | " | " | 8 | " |
| 4 | 7 | 0 | " | " | " | 4 | 5 | 0 | 30.06 | 73 | 72 | 69 | 73 | " | " | 7 | " |
| 5 | 7 | 8 | " | " | " | 4 | 5 | 0 | 30.06 | 72 | 72 | 69 | 73 | " | " | 7 | " |
| 6 | 7 | 8 | " | " | " | 4 | 5 | 0 | 30.07 | 72 | 72 | 69 | 73 | " | " | 7 | " |
| 7 | 6 | 3 | " | " | " | 5 | 5 | 0 | 30.07 | 72 | 72 | 69 | 73 | " | cum. | 2 | " |
| 8 | 6 | 3 | " | " | " | 5 | 5 | 0 | 30.07 | 72 | 72 | 69 | 73 | b.c. u. p. | cum. nimb. | 5 | " |
| 9 | 5 | 2 | " | " | S.W. | 4 | 4-5 | 0 | 30.09 | 72 | 72 | 69 | 73 | b.c. | " | 5 | " |
| 10 | 4 | 8 | " | " | " | 4 | 4-5 | 0 | 30.10 | 72 | 72 | 69 | 73 | " | " | 7 | " |
| 11 | 4 | 8 | " | " | " | 4 | 4-5 | 0 | 30.12 | 71 | 72 | 69 | 73 | " | " | 4 | " |
| Mid. | 4 | 0 | " | " | Ch. S.W. | 4 | 4-5 | 0 | 30.14 | 71 | 72 | 69 | 73 | " | " | 4 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Stiff to fresh breeze blowing in squalls from P.W. until 2.20 when it suddenly veered to N.W. increasing to a heavy squall, accompanied by an unusually heavy fall of rain, with lightning and heavy and almost continuous thunder. This held until about 3.10 when the wind fell light and shifted again to P.W. Weather first low fair with bright moonlight, afterwards overcast and rainy. Rough and irregular sea. Ship lay to on starboard tack, under for storm staysail, close reefed main topsail, main topsail and storm mizzen. Appurtenances at the wheel.

From 4 to 8 A.M.

Geo. R. Beach
Lieutenant U. S. N.

Overcast and squally first hour, with lightning to P.W. and E.S. and light thunder. Clearing last three hours. Sea moderating. At close of watch lying to on starboard tack under for storm staysail, main topsail, storm mizzen and close reefed main topsail. Appurtenances at the wheel.

From 8 A.M. to Noon.

Washington H. Taylor
Ensign U. S. N.

Cloudy but pleasant. Gentle to moderate breeze from P.W. and P.W. by S. Barometer rising. Lying to until 9.30 when set jib and fore topmast staysail and brought ship to the corner E.S. (p.o.) At 9.30 mustered at quarters, after which the Commanding Officer inspected the ship and crew at quarters. At 10.25 called all hands make sail, the Executive Officer taking the deck and making all sail except a single reef in main sail. Hauled down and stowed below for storm staysail, storm mizzen, and prevented main and main topsail braces. Temperature of magazines 72° forward and 71° aft. Appurtenances at the wheel.

From Noon to 4 P.M.

Roger Meller Jr.
Ensign U. S. N.

Partially cloudy and pleasant. Moderate breeze from P.W. by S. At 2.20 took in main topsail. At 1.30 changed course to E. by S. At 3 o'clock small white 3 masted steamer was sighted and the ship made colors and following signals: ship's number, and P.D.D. International Code. The steamer hoisted English colors and answered our signals. When she passed under the stern of this vessel made her name out to be Jacon. At end of watch under all plain sail to royal and topmast staysails on course E. by S. Appurtenances at the wheel.

From 4 to 8 P.M.

N. P. Coleman
Ensign U. S. N.

Partly cloudy with light passing clouds last hour. Moderate to stiff breeze from P.W. by S. Course E. by S. (p.o.) At 6 o'clock took in topallant sails, royal, flying jib, main and mizzen topmast staysails, and took double reef in topsails and one reef in foremast. Moderate sea from P.W. and N.W. Appurtenances at the wheel. At end of watch, ship on course, under double reefed topsails, single reefed courses, jib, for topmast staysail and spinnaker.

From 8 P.M. to Midnight.

W. B. Caperton
Lieutenant U. S. N.

Moderate breeze from P.W. veering to N.W. last hour. Fair, cool and pleasant. Moderate sea from P.W. and N.W. Moon rose at 9.25. Under same sail as in preceding watch. Appurtenances at the wheel.

Examined and found to be correct.

Geo. R. Beach
Lieutenant U. S. N.

J. B. Mollton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston, S.C. to Yorktown, Va.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|---------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Wind. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Clear Sky, in fths. | State of the Sea. |
| A. M. 7 | 0 | | | E. by S. | Obst. | 3 | 10-15 | 0 | 30.13 | 71 | 71 | 67 | 71 | b.c. | cum. ant. | 3 | M. |
| 1 | 2 | 0 | Obs. | " | " | 3 | 10-15 | 0 | 30.13 | 70 | 70 | 66 | 71 | " | " | 3 | " |
| 2 | 2 | 0 | " | " | " | 3 | 10 | 0 | 30.12 | 70 | 70 | 66 | 71 | " | strat. | 6 | " |
| 3 | 2 | 4 | " | " | " | 3 | 10 | 0 | 30.12 | 70 | 70 | 66 | 71 | " | " | 8 | " |
| 4 | 2 | 4 | " | " | " | 3 | 10 | 0 | 30.12 | 70 | 69 | 66 | 71 | " | cir. cum. | 5 | " |
| 5 | 2 | 3 | " | " | " | 3 | 5 | 0 | 30.13 | 69 | 68 | 65 | 71 | " | " | 4 | " |
| 6 | 2 | 5 | " | " | " | 3 | 5 | 0 | 30.13 | 69 | 68 | 65 | 71 | " | " | 4 | " |
| 7 | 4 | 5 | " | " | E. by S. | 3 | 5-10 | 0 | 30.13 | 70 | 68 | 64 | 71 | " | cir. strat. | 9 | " |
| 8 | 4 | 8 | " | " | " | 3 | 5-10 | 0 | 30.14 | 70 | 68 | 64 | 70 | " | " | 8 | " |
| 9 | 4 | 0 | " | " | Obst. | 3 | 5-10 | 0 | 30.15 | 70 | 68 | 64 | 70 | b. | none. | 10 | " |
| 10 | 3 | 1 | " | " | " | 3 | 2 | 0 | 30.15 | 70 | 68 | 64 | 71 | b.c. | cir. cum. | 6 | " |
| 11 | 3 | 2 | " | " | S. E. | 2-3 | 2 | 0 | 30.17 | 72 | 71 | 66 | 72 | " | " | 5 | " |
| Noon. | 2 | 7 | " | " | " | 2 | 2 | 0 | 30.17 | 73 | 72 | 67 | 72 | " | " | 6 | " |

106.9 Distance run by log

Course and distance made good since preceding noon by observations, *S. 23° E.*

| | | |
|---------------------|---|---------------|
| Position at Noon: | Latitude by D. R. | 31° 0' 28" N. |
| | Longitude by D. R. | 72° 0' 26" W. |
| | Latitude by observations of ☉ | 31° 0' 34" N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 72° 0' 32" W. |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 31° 0' 37" N. |
| | Longitude by <i>Observation</i> | 72° 0' 48" W. |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 31° 0' 34" N. |
| | Longitude by <i>Chronometer from afternoon observation of ☉</i> | 72° 0' 19" W. |

Current during the time, *8* knots tenths *per hour*, setting to the *S. 33° E.*

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

97 knots. tenths.

31° 0' 28" N.

72° 0' 26" W.

31° 0' 34" N.

72° 0' 32" W.

31° 0' 37" N.

72° 0' 48" W.

31° 0' 34" N.

72° 0' 19" W.

400 gallons.

1900

tons 400 lbs.

127 - 1910

| P. M. | | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Wind. | Lowsy. | Height in inches. | Ther. at d. | Air, by Bulb. | Air, Wet Bulb. | Water Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Clear Sky, in fths. | State of the Sea. |
|-------|---|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|--------|-------------------|-------------|---------------|----------------|----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 8 | | <i>Obs.</i> | <i>East</i> | <i>S. E.</i> | 2 | 0 | 0 | 30.15 | 74 | 74 | 67 | 72 | b.c. | <i>cir. cum.</i> | 6 | <i>S.</i> |
| 2 | 2 | 6 | | " | " | " | 2 | 0 | 0 | 30.15 | 74 | 74 | 67 | 72 | " | " | 5 | " |
| 3 | 2 | 3 | | " | " | " | 2 | 0 | 0 | 30.16 | 74 | 74 | 67 | 72 | " | " | 2 | " |
| 4 | 2 | 2 | | " | " | " | 2 | 0 | 0 | 30.16 | 72 | 73 | 66 | 72 | <i>o.c.</i> | " | 0 | " |
| 5 | 1 | 2 | | " | " | " | 1 | 0 | 0 | 30.16 | 70 | 69 | 64 | 71 | <i>o.c.p.</i> | <i>mult. stat.</i> | 0 | " |
| 6 | 1 | 3 | | " | " | " | 1 | 0 | 0 | 30.12 | 70 | 68 | 64 | 71 | b.c. | " | 2 | " |
| 7 | 1 | 2 | | " | " | " | 1 | 0 | 0 | 30.12 | 70 | 68 | 64 | 71 | <i>o.c.</i> | " | 0 | " |
| 8 | 4 | 2 | | " | " | <i>S. E.</i> | 3 | 0 | 0 | 30.12 | 67 | 68 | 64 | 71 | <i>b.c. p.d.</i> | <i>passant</i> | 2 | " |
| 9 | 1 | 3 | | " | " | " | 2 | 0 | 0 | 30.13 | 68 | 69 | 65 | 71 | <i>b.c. w.b.</i> | " | 4 | " |
| 10 | 1 | 3 | | " | " | " | 2 | 0 | 0 | 30.13 | 68 | 68 | 65 | 71 | " | " | 3 | " |
| 11 | 1 | 3 | | " | " | " | 1-2 | 0 | 0 | 30.14 | 68 | 67 | 64 | 71 | <i>b.c. w.</i> | " | 4 | " |
| Mid. | 1 | 3 | | " | " | " | 1-2 | 0 | 0 | 30.15 | 68 | 67 | 64 | 71 | " | " | 7 | " |

under the command of

Commander F. W. Dickens
Monday, April 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Gentle to moderate breeze from West. Bright moonlight. At 12.30 furled spanker. At close under jib, fore topmast stayrail, double reefed topsails and single reefed courses, on course E. by S. Apprentices at the wheel.

Montgomery W. Tingle

From 4 to 8 A.M.

Ensign D. F. N.

Clear and pleasant. Gentle breeze from West to N. by E. At 6.15 made all square sail except single reef in mainmast and hauled down fore topmast stayrail. On course E. by S. (pc) under square sail and jib. Apprentices at the wheel.

Roger Welles Jr.

Ensign D. F. N.

From 8 A.M. to Merid.

Partially cloudy and pleasant. Light to gentle breeze from West to N. by E. At 9.30 mustered crew at quarters and stationed apprentices in new stations. From 9.45 to 10.25 had general instruction in loosing and furling sail after stationing apprentices in yards. From 10.45 to 11.45 had instruction; 3rd watch sails and spars; 5th watch marksmen's call-making and signals. At 11.20 unbraced and sent down mainmast ahead of watch under jib, foremast topsails, topgallant sails and royals on course East by South. At 12 o'clock changed course to East by order of the Commanding Officer. By order of the Commanding Officer R. E. Benson (App. 3 cl) was released from confinement and retired to duty, his time of confinement having expired. Carpenter's gang engaged caulking spar deck abaft Third Room hatch. Apprentices at the wheel. Temperature of magazine 80° forward, 78° aft.

N. D. Bolzman

Ensign D. F. N.

From Merid to 4 P.M.

Fair to cloudy and pleasant. Light breeze from N. by E. Ship on her course East (pc) under same sail as at end of preceding watch. Sea smooth. The Apprentices were instructed as follows: 3rd period, from 1.15 to 2.15, the 1st watch had new stations at great guns; boats, fire and general quarters and 5th watch had sails and spars; 4th period from 2.30 to 3.15 the 1st watch and 5th watch had gunnery; 5th period, from 3.30 to 4 o'clock, the 1st watch had gymnastics and 5th watch had helm, lead and log. Apprentices of watch on deck, at wheel.

W. S. Caperton

Lieutenant D. F. N.

From 4 to 8 P.M.

Light air from N. by E. until 7.00, when it suddenly veered to N.W. and increased to a gentle breeze. Cloudy with passing chances of rain first and last hours. Lightning all around horizon after 7.00. Built and clewed up the mainsails at 4.45. At 6.00 took in topgallant sails and royals, close reefed the topsails and took a single reef in the courses. At end of watch under jib, close reefed topsails, and single reefed foreails. Apprentices at the wheel.

Geo. R. Black

Lieutenant D. F. N.

From 8 P.M. to Midnight.

Cloudy and pleasant; clearing last part. Light breeze from N. by E. At 9.00 sighted steamer's lights to N.W., she stood to N.W. across our stern. Apprentices at the wheel.

Montgomery W. Tingle

Ensign D. F. N.

Examined and found to be correct.

J. B. McIlhenny, Navigator,
Lieutenant D. F. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston, S.C. to Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Parent Log. | COURSE STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Temp. of Air, in 18th. | State of the Sea. |
|---------|--------|---------|------------------------------|--|-----------------------------------|--------|---------|------------------------|----------------|-------------------|-------------------|---|------------------------------------|---------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. attd. | Air, Dry Bulb. | Air, Wet Bulb. | Water Surface. | | | |
| A. M. 2 | | | | | | | | | | | | | | | |
| 1 | 1 | 4 | <i>Read in.</i> | <i>East</i> | <i>S. by N.</i> | 1-2 | 0 | 30.11 | 69 | 67 | 64 | 71 | <i>b.c.</i> | <i>Cur. cum.</i> | <i>5</i> |
| 2 | 3 | 0 | " | " | <i>North</i> | 2-4 | 5 | 1/2 30.09 | 69 | 67 | 64 | 71 | " | " | 4 |
| 3 | 3 | 2 | " | " | " | 4 | 5 | 1/2 30.06 | 68 | 67 | 64 | 71 | " | " | 4 |
| 4 | 3 | 2 | " | " | " | 4 | 5 | 1/2 30.06 | 68 | 67 | 64 | 71 | " | " | 7 |
| 5 | 3 | 3 | " | " | " | 4-5 | 5 | 1/2 30.08 | 67 | 66 | 63 | 70 | " | " | 5 |
| 6 | 2 | 8 | " | " | " | 4 | 5 | 1/2 30.08 | 66 | 66 | 63 | 69 | " | " | 2 |
| 7 | 4 | 5 | " | " | " | 4-5 | 5 | 1/2 30.09 | 65 | 66 | 63 | 69 | " | <i>cur. cum.</i> | 2 |
| 8 | 5 | 6 | " | " | " | 4-5 | 5 | 1/2 30.10 | 65 | 66 | 63 | 69 | " | " | 1 |
| 9 | 5 | 0 | " | " | " | 4 | 5 | 1/2 30.11 | 66 | 66 | 63 | 69 | " | " | 2 |
| 10 | 4 | 8 | " | " | <i>S. by N.</i> | 4 | 5 | 1/2 30.11 | 67 | 67 | 63 | 69 | " | <i>cur. cum.</i> | 2 |
| 11 | 4 | 4 | " | " | " | 3-4 | 5 | 1/2 30.12 | 68 | 69 | 64 | 71 | " | <i>stat.</i> | 7 |
| Noon. | 4 | 4 | " | " | " | 3-4 | 5 | 1/2 30.12 | 68 | 69 | 64 | 71 | " | " | 9 |

61.4 Distance run by Log.

Course and distance made good since preceding noon by observations, *S 85° E*

52 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 31° 03' N. " |
| | Longitude by D. R. | 71° 02' W. " |
| | Latitude by observations of ☉ | 31° 03' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 71° 02' W. " |
| Position at 8 A. M. | Latitude by <i>D. R. from</i> | 31° 02' N. " |
| | Longitude by <i>Observations</i> | 71° 01' W. " |
| Position at 8 P. M. | Latitude by <i>Observation (Sunset) at 4.20 P.M.</i> | 31° 03' N. " |
| | Longitude by " " " " | 71° 09' W. " |

Current during the time, 8 knots tenths per hour, setting to the *S 85° E*.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water remaining on hand fit for use at Noon, 1500 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 127 - 1510 "

| | | | | | | | | | | | | | | | |
|-------|---|---|-----------------|-------------|-----------------|-----|---|-----------|----|----|----|----|-------------|------------------|----------|
| P. M. | | | | | | | | | | | | | | | |
| 1 | 3 | 4 | <i>Read in.</i> | <i>East</i> | <i>S. by N.</i> | 3 | 4 | 1/4 30.14 | 68 | 70 | 64 | 72 | <i>b.c.</i> | <i>Cur. cum.</i> | <i>8</i> |
| 2 | 3 | 4 | " | " | " | 3 | 4 | 1/4 30.15 | 69 | 70 | 65 | 72 | " | " | 9 |
| 3 | 3 | 8 | " | " | <i>N. by N.</i> | 4 | 4 | 0 30.14 | 69 | 70 | 65 | 72 | " | " | 9 |
| 4 | 3 | 7 | <i>48.3</i> | " | " | 4 | 4 | 0 30.14 | 69 | 70 | 65 | 72 | " | " | 9 |
| 5 | 3 | 0 | <i>49.8</i> | " | " | 3 | 4 | 0 30.12 | 67 | 69 | 64 | 72 | " | <i>Cur. cum.</i> | 7 |
| 6 | 2 | 7 | <i>52.5</i> | " | " | 3 | 4 | 0 30.10 | 67 | 69 | 64 | 72 | " | " | 8 |
| 7 | 2 | 2 | <i>54.7</i> | " | " | 2-3 | 4 | 0 30.10 | 67 | 69 | 64 | 72 | " | " | 9 |
| 8 | 2 | 6 | <i>57.3</i> | " | " | 2-3 | 4 | 0 30.10 | 67 | 69 | 64 | 72 | " | " | 9 |
| 9 | 1 | 7 | <i>59.0</i> | " | " | 2-3 | 5 | 0 30.10 | 67 | 66 | 62 | 71 | " | " | 9 |
| 10 | 2 | 9 | <i>61.9</i> | " | " | 3 | 5 | 0 30.11 | 67 | 66 | 62 | 71 | " | <i>Cur. cum.</i> | 8 |
| 11 | 2 | 0 | <i>63.9</i> | " | " | 3 | 5 | 0 30.12 | 67 | 66 | 62 | 71 | " | " | 7 |
| Mid. | 1 | 7 | <i>65.6</i> | " | <i>S. by N.</i> | 3 | 5 | 0 30.13 | 67 | 66 | 62 | 71 | " | <i>Cur. cum.</i> | 9 |

under the command of

Commander F. W. Dickens
Tuesday, April 24

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy. Light breeze from N. W. to moderate breeze from North last three hours. Under jib, close reefed topsails and single reefed foresail on corner East. Apprentices at wheel. At 12.25 a steamer standing to the Northward passed under our stern.

Roger Weller Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and pleasant. Moderate to stiff breeze from North. At 6.25 made all plain sail to topgallant sails. At 7 o'clock set for topmast staysail. At end of watch under all plain sail to topgallant sails and for topmast staysail, on corner East. Apprentices at the wheel.

N. D. Cooper
Ensign U. S. N.

From 8 A. M. to Merid.

Cloudy to clear and pleasant. Gentle to moderate breeze from North and N. by E. Ship on her corner East (p.o.) under for topmast staysail and all plain sail to topgallant sails, except one reef in mainmast. Mustered at quarters at 9.30 A. M. The Apprentices were instructed as follows during watch: 1st period from 9.45 until 10.30 all watches had "divisions" drill at battery and powder division; 2nd period from 10.45 to 11.45, 1st watch had machinepike seamanship, sailmaking and compass; 3rd watch had sails and spars. Apprentices of 2nd watch at the wheel. Tested magazine flood cocks and found them in good working order. Two sails in sight during watch. Temperature of magazines found 73° aft 7th.

W. K. Caperton
Lieutenant U. S. N.

From Merid. to 4 P. M.

Gentle to moderate breeze from N. by E. and N. N. W. Fair and pleasant. Smooth sea. During 3rd period, 1.15 to 2.15, instructed 1st watch in sails and spars, and 2nd watch in machinepike seamanship, sailmaking and compass: 4th period, 2.30 to 3.15, 1st and 2nd watches in gunnery: 5th period, 3.30 to 4.00, 1st watch helms, boats and log; 2nd watch gymnastics. At 12.35 changed colors to a two-masted schooner, showing English colors and standing to E. by N. At end of watch a square rigged vessel was in sight on the starboard quarter, standing to N. by E. and E. on port tack. At end of watch under same sail as in preceding watch. Apprentices at the wheel.

Geo. R. Black
Lieutenant U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Light to gentle breeze from S. by E. At 4.30 put over portab log, reading 48.3. At 6.00 furled topgallant sails, close reefed topsails, single reefed foresail and set down royal yards. Two sails in sight till sundown, standing to the N. At close under jib, for topmast staysail, close reefed topsails, single reefed corner and spars. Apprentices at the wheel.

Montgomery M. Taylor

Ensign U. S. N.

From 8 P. M. to Midnight.

Clear and pleasant. Gentle breeze from N. N. W. to N. by E. Barometer rising. Under jib, for topmast staysail, close reefed topsails, single reefed corner and spars, on corner East. Storm sail at 11.16. Apprentices at the wheel.

Roger Weller Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston, S.C. to Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by standard Compass. | WIND. | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop of Clear Sky, in 10ths. | State of the Sea. |
|----------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------------------------|-------------------|------------|----------------|----------------|-----------------------------------|------------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Leeway. | Height in inches. | Ther. air. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. 30 | 1 | | | | | | | | | | | | | | |
| 1 | 4 | 66 | 4 | East. | N. by E. | 3 5 | 1/2 | 30.14 | 65 | 66 | 62 | 71 | b.c.w. | cir cum | 8 |
| 2 | 4 | 66 | 6 | | North | 2 4 | 1/2 | 30.13 | 64 | 65 | 61 | 71 | " | " | 5 |
| 3 | 2 | 66 | 6 | E. 1/4 S. | " | 2 4 | 1/2 | 30.13 | 64 | 65 | 61 | 71 | " | cum. | 6 |
| 4 | 1 | 0 | " | E. 1/2 S. | N. by E. | 2-3 4 | 1/2 | 30.13 | 64 | 65 | 61 | 71 | " | " | 5 |
| 5 | 1 | 4 | " | " | " | 2 4 | 3/4 | 30.14 | 64 | 65 | 62 | 70 | b.c. | cir cum. | 6 |
| 6 | 1 | 4 | " | East | " | 2 4 | 3/4 | 30.14 | 64 | 65 | 61 | 70 | " | " | 4 |
| 7 | 1 | 0 | " | " | North | 1-2 4 | 1/2 | 30.15 | 64 | 65 | 61 | 70 | " | " | 4 |
| 8 | 0 | 7 | " | " | " | 1 4 | 3/4 | 30.15 | 64 | 65 | 61 | 70 | " | " | 4 |
| 9 | 0 | 7 | " | " | " | 1 0 | 3/4 | 30.19 | 65 | 65 | 62 | 70 | " | " | 5 |
| 10 | 0 | 5 | " | " | " | 0-1 0 | 3/4 | 30.19 | 67 | 66 | 62 | 70 | " | " | 4 |
| 11 | 1 | 2 | " | " | " | 1-2 0 | 1/2 | 30.19 | 66 | 67 | 63 | 70 | " | " | 4 |
| Noon. | 3 | 1 | " | East 6 1/2 1/4 E. | N.E. by N. | 2-3 0 | 1/2 | 30.19 | 66 | 67 | 63 | 70 | " | " | 2 |

48.6 Distance run by Log

Course and distance made good since preceding noon by observations, $77^{\circ} 6'$.

56 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 31 0 28.1 N. |
| | Longitude by D. R. | 70 0 33.9 W. |
| | Latitude by observations of ☉ | 31 0 16.1 N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 70 0 25.4 W. |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 31 0 17.1 N. |
| | Longitude by <i>observation</i> | 70 0 32.1 W. |
| Position at 8 P. M. | Latitude by <i>Observation (Sunset) 4 30 P.M.</i> | 31 0 11.1 N. |
| | Longitude by .. | 69 0 58.4 W. |

Current during the time, 12 knots tenths per hour, setting to the $32^{\circ} 6'$.

| | | |
|--|-------------|---|
| Error of the Compass by Azimuth ☉ observed at .. | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at .. | ship's head | " |
| Error of the Compass by Azimuth ☉ observed at .. | ship's head | " |
| Deviation of the Compass by Azimuth ☉ observed at .. | ship's head | " |

300 gallons.

Water expended during the preceding 24 hours, ..

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, tons 1840 lbs.

Coal remaining on hand at Noon, 126 " 1910 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by standard Compass. | Direction by Standard Compass. | Force. | Leeway. | Height in inches. | Ther. air. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|---------|-------------------|------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|------------------------------|-------------------|
| 1 | 4 | 2 | 66 | East | N. by E. | 3-4 4 | 1/2 | 30.19 | 66 | 67 | 64 | 71 | b.c. | cir cum. | 2 | J. |
| 2 | 2 | 4 | " | E. by S. | N. by E. | 3 5 | 1/2 | 30.20 | 66 | 68 | 64 | 71 | " | " | 2 | " |
| 3 | 2 | 4 | " | E. 1/2 S. | " | 3 5 | 1/2 | 30.20 | 66 | 68 | 64 | 71 | " | " | 2 | " |
| 4 | 1 | 8 | " | E. 1/2 1/4 E. | " | 2-3 5 | 1/2 | 30.20 | 66 | 68 | 64 | 71 | " | " | 3 | " |
| 5 | 3 | 0 | " | E. 1/2 S. | North | 3 4 | 1/2 | 30.20 | 68 | 67 | 63 | 71 | b.c. | cum cum. | 0 | " |
| 6 | 3 | 0 | " | " | " | 3 4 | 1/2 | 30.20 | 67 | 66 | 62 | 71 | " | " | 0 | " |
| 7 | 1 | 2 | " | E. 1/4 S. | " | 2 3 | 1/2 | 30.21 | 67 | 66 | 62 | 71 | " | " | 0 | " |
| 8 | 1 | 2 | " | " | " | 3 3 | 1/2 | 30.22 | 66 | 66 | 61 | 71 | b.c.w. | cum. | 7 | " |
| 9 | 1 | 2 | " | East | " | 2 3 | 0 | 30.22 | 66 | 66 | 61 | 71 | b.c. | " | 7 | " |
| 10 | 1 | 2 | " | " | " | 2 3 | 0 | 30.22 | 66 | 66 | 61 | 71 | " | " | 7 | " |
| 11 | 1 | 2 | " | " | " | 2 3 | 0 | 30.22 | 66 | 66 | 61 | 71 | " | " | 7 | " |
| Mid. | 1 | 0 | " | " | " | 2 3 | 0 | 30.22 | 65 | 65 | 60 | 71 | " | " | 7 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and pleasant. Bright moonlight. Light to gentle breeze from N by N to N by E. Appurtenances at the wheel. At end of watch under jib, fore topmast stay sail, single reefed course, close reefed topsails and spanker, heading E $\frac{1}{2}$ S. Course East.

N. D. Carlson
Ensign U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Light air and breeze from North and N by E. Smooth sea. Course East (p. 2). Ship on port tack under double reefed topsails, single reefed course, jib, fore topmast stay sail and spanker. Appurtenances at the wheel.

W. B. Caperton
Lieutenant U. S. N.

From 8 A.M. to Merid.

Calm to light air from North until last hour, then light to gentle breeze from N E. by N. Saw first part cloudy last hour. Smooth sea. Mustered crew at quarters at 9.30. From 9.45 to 10.30 exercised all hands at making and furling sail. Flook reefs out of topsails and course, crossed royal yards and made all plain sail to rigging. Then furling all sail and again made all plain sail to rigging. 2nd period, 10.45 to 11.45 instructed 1st watch in sails and spars, 2nd watch, maintenance of seamanship, sailmaking and compass. At 10.50 took a single reef in the mainmast and furling the royals. Temperature of magazine, forward 72°, aft, 70°. Cleared deck for water tanks. Appurtenances at the wheel.

G. R. Clark
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy, saw squalls passing along horizon to S E. Light to moderate breeze from N by E and N E. Drilled as follows: 2nd watch 1.15 to 2.15 sails and spars, 2.30 to 3.15 gunnery, 3.30 to 4.00, helms lead and log. 3rd watch 1.15 to 2.15, maintenance, sailmaking and compass. 2.30 to 3.15 gunnery, 3.30 to 4.00 gymnastics. At close by the wind on port tack under fore topmast stay sail and all plain sail to topgallant sails with single reef in the mainmast. Appurtenances at wheel.

Montgomery M. Langdon

From 4 to 8 P.M.

Overcast and cloudy. Gentle breeze from North. Barometer steady. At 6.00 called all hands, sent down royal yards, furling topgallant sails, took three reefs in topsails and one in foremast and completed by 6.10. A streamer standing to the Northward passed well ahead. Appurtenances at the wheel.

Ensign U. S. N.

From 8 P.M. to Midnight

Roger Welles, Jr.
Ensign U. S. N.

Cloudy and pleasant. Light breeze from North. Barometer steady. Appurtenances at the wheel. At end of watch under jib, fore topmast stay sail, single reefed course, close reefed topsails and spanker, on course East.

N. A. Carlson
Ensign U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Making passage from *Charleston, S.C.* to *Yorktown, Va.*

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction of Current, by "in fathoms." | State of the Sea. |
|----------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|--|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. 73 | | | | | | | | | | | | | | |
| 1 | 1 | 4 | <i>Keckled</i> | <i>East</i> | <i>North</i> | 12 5 | 1/2 30.22 | 65 | 65 | 62 | 71 | b.c. | <i>circ. cum.</i> | 2 |
| 2 | 1 | 6 | - | - | - | 3 5 | 1/2 30.22 | 65 | 65 | 62 | 71 | b.c. p. | " | 2 |
| 3 | 1 | 5 | - | - | - | 3 5 | 1/2 30.21 | 65 | 65 | 61 | 69 | b.c. | " | 1 |
| 4 | 1 | 5 | - | - | - | 3 5 | 1/2 30.21 | 65 | 65 | 61 | 69 | " | <i>air.</i> | 2 |
| 5 | 1 | 5 | - | <i>E. by S.</i> | <i>N. N. E.</i> | 3 3 | 1/2 30.21 | 65 | 65 | 61 | 67 | " | <i>circ. cum.</i> | 3 |
| 6 | 1 | 2 | - | <i>E. by S.</i> | <i>N. E. by N.</i> | 2 3 | 1/2 30.22 | 65 | 65 | 61 | 67 | " | <i>air cum.</i> | 3 |
| 7 | 1 | 2 | - | <i>S. E. by E.</i> | <i>N. E.</i> | 2 3 | 1/2 30.23 | 65 | 65 | 61 | 67 | " | " | 6 |
| 8 | 2 | 5 | - | <i>S. E. 1/4 E.</i> | <i>N. E. by E.</i> | 2 3 4 | 1/2 30.26 | 67 | 66 | 62 | 67 | " | " | 8 |
| 9 | 3 | 7 | - | <i>S. E. 1/4 S.</i> | <i>E. N. E.</i> | 3 3 | 1/2 30.29 | 68 | 67 | 63 | 69 | " | " | 9 |
| 10 | 2 | 0 | - | <i>S. S. E. 1/2 E.</i> | - | 3 3 | 1/2 30.29 | 68 | 68 | 64 | 69 | " | " | 9 |
| 11 | 2 | 3 | - | <i>S. S. E. 1/4 E.</i> | - | 3 3 | 1/2 30.32 | 68 | 68 | 64 | 69 | " | " | 9 |
| Noon. | 3 | 3 | - | " | " | 3 3 | 1/2 30.33 | 68 | 68 | 65 | 70 | " | " | 9 |

47.5 Distance run by Log.

Course and distance made good since preceding noon by observations, *S. S. E.*

47 knots. tenths.

Position at Noon: Latitude by D. R. *30° 57' N.*
 Longitude by D. R. *69° 39' W.*
 Latitude by observations of ☉ *30° 47' N.*
 Longitude by chronometer from Forenoon Observations of ☉ *69° 42' W.*

Position at 8 A. M. Latitude by *Ch. R. from Noon* *30° 57' N.*
 Longitude by *observation* *69° 48' W.*

Position at 8 P. M. Latitude by *Ch. R. from Noon* *31° 09' N.*
 Longitude by *chronometer from afternoon observation* *69° 58' W.*

Current during the time, 10 knots tenths per hour, setting to the *S. 14° W.*Error of the Compass by Azimuth ☉ observed at 730 A. M., ship's head *S. E. by E.**5° 19' W.*Deviation of the Compass by Azimuth ☉ observed at 730 A. M., ship's head *"**2° 16' E.*variation used, *5° 00' W.*Error of the Compass by Azimuth ☉ observed at 430 P. M., ship's head *N. 1/2 W.**5° 56' W.*Deviation of the Compass by Azimuth ☉ observed at 430 P. M., ship's head *"**0° 03' E.*variation used, *5° 00' W.*

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

850 "

Coal consumed during the preceding 24 hours,

tons 560 lbs.

Coal remaining on hand at Noon,

126 " 1450 "

| | | | | | | | | | | | | | | |
|-------|---|---|----------------|---------------------|--------------------|-------|-----------|----|----|----|----|------|-------------------|---|
| P. M. | | | | | | | | | | | | | | |
| 1 | 2 | 6 | <i>Keckled</i> | <i>N. E. 1/4 N.</i> | <i>N. E. by E.</i> | 3 3 | 1/2 30.31 | 68 | 68 | 65 | 70 | b.c. | <i>circ. cum.</i> | 9 |
| 2 | 2 | 7 | - | <i>N. 1/4 W.</i> | <i>E. N. E.</i> | 3 3 | 1/2 30.31 | 69 | 68 | 65 | 70 | " | " | 9 |
| 3 | 2 | 5 | - | <i>N. 1/2 W.</i> | " | 3 3 | 1/2 30.31 | 69 | 68 | 65 | 70 | " | " | 7 |
| 4 | 3 | 3 | - | " | " | 3 0 | 1/2 30.31 | 69 | 68 | 65 | 70 | " | " | 7 |
| 5 | 3 | 0 | <i>66.5</i> | <i>N. 1/4 W.</i> | <i>E. by N.</i> | 3 0 | 1/2 30.31 | 67 | 66 | 63 | 69 | " | <i>stat.</i> | 7 |
| 6 | 3 | 0 | <i>70.5</i> | <i>N. by E.</i> | <i>E. by S.</i> | 3 0 | 1/2 30.31 | 67 | 66 | 63 | 69 | " | " | 7 |
| 7 | 2 | 7 | <i>73.2</i> | <i>N. 1/2 W.</i> | <i>E. by N.</i> | 3 0 | 1/2 30.31 | 67 | 66 | 63 | 70 | " | " | 5 |
| 8 | 3 | 4 | <i>76.6</i> | <i>North</i> | " | 3 4 0 | 1/2 30.31 | 67 | 66 | 63 | 71 | " | " | 9 |
| 9 | 5 | 0 | <i>80.7</i> | " | " | 4 4 | 1/2 30.32 | 68 | 66 | 63 | 71 | " | " | 9 |
| 10 | 4 | 5 | <i>83.9</i> | <i>N. 1/4 W.</i> | " | 4 4 | 1/2 30.32 | 66 | 66 | 64 | 71 | " | " | 8 |
| 11 | 4 | 6 | <i>Keckled</i> | " | " | 4 4 | 1/2 30.32 | 66 | 66 | 64 | 71 | " | " | 8 |
| Mid. | 4 | 3 | - | " | " | 4 4 | 1/2 30.31 | 66 | 66 | 64 | 71 | " | <i>circ.</i> | 6 |

41.6

under the command of

Commander F. O. Dickens
Thursday, April 26

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and cool. Light air, increasing to gentle breeze from North. Light passing shown about 1.20. Ship on her course East (pc) under close reefed topsails, single reefed courses, jib, fore topmast stay sail and sprakes. Sea smooth. Apprentices at the wheel.

W. R. Caperton

⁴¹⁵⁰ Lieutenant U. S. N.

From 4 to 8 A.M.

Light to gentle breeze running from N. N. E. to N. E. by E. Cloudy first part, fair and pleasant last two hours. Smooth sea. Between 7.00 and 7.20 crossed royal yards, shook out the reef, and made all plain sail to royals, except a reef in the main sail. Apprentices at the wheel.

A. R. Beach

⁴¹⁵⁰ Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and pleasant. Gentle breeze from E. N. E. At 9.30 mustered at quarters and drilled as follows till 9.41, 2^d watch, stations; 3^d watch, infantry. At 9.41 called "Man overboard," lowered boat in 2 minutes and picked up buoy in 5 minutes, filed away on course in 13 minutes. From 10.45 to 11.30 drilled 2^d watch at sails and spars and 3^d watch at pistols. At 9.15 sighted ship to St. standing to N. At close under plain sail and fore topmast stay sail by the wind on starboard tack. Apprentices at the wheel. Temperature of magazines 73° forward, 76° aft. At 12.00 changed course to S by E.

Montgomery W. Garrison

Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle breeze from N. E. by E. to E. N. E. Barometer steady. Under all plain sail to royals, by the wind on the starboard tack, having lowered ship at 12.00. The first watch had Infantry from 1.15 to 2.00 and pistols from 2.15 to 3.00; the second watch broadsword from 1.15 to 2.00 and Infantry from 2.15 to 3.00. At 3.15 called all boats Aboard and away, and stationed apprentices under the new organization, for the three services and for abandoning ship. Apprentices at the wheel.

Roger Weller, Jr.

Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and pleasant. Gentle to moderate breeze from E. by S. to E. by S. Barometer steady. At 6.00 clock called all hands reef topsails and took in royals and topgallant sails, furl royals and let topgallant sails over single reefed topsails in 6 minutes and 48 seconds. At end of watch under single reefed topsails, single reefed main sail, fore sail, fore topmast stay sail, jib and sprakes, heading North. Course N by E. Apprentices at the wheel.

N. D. Coleman

Ensign U. S. N.

From 8 P.M. to Night

Clear, cool, and pleasant. Moderate breeze from E. by S. Course N. by E. (pc) Ship by the wind on starboard tack under same sail as at end of previous watch. Apprentices at the wheel. Sea smooth. Hauled in patent log at 11.00, as it was fouled with sea weed.

W. R. Caperton

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny

Navigator.

LOG of the UNITED STATES

Ship Essex.
Making passage from Charleston S.C. to Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction of Clear Sky, in 10ths. | State of the Sea. |
|---------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------------------|---------------|----------------|----------------|-----------------------------------|-----------------------------|-----------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Height in inches. | Ther. at 11'. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. 2 | 6 | | | | | | | | | | | | | |
| 1 | 3 | 7 | <i>Handled in</i> | <i>N 1/2 E.</i> | <i>E. by N.</i> | 4 3 | 1/2 30.29 | 66 | 66 | 54 | 71 | <i>b.c.</i> | <i>cum.</i> | 8 9 |
| 2 | 3 | 7 | " | " | " | 4 3 | 1/2 30.28 | 66 | 66 | 54 | 71 | " | " | 7 " |
| 3 | 4 | 2 | " | <i>N 1/4 E.</i> | " | 4 3 | 1/2 30.26 | 66 | 66 | 54 | 71 | " | " | 7 " |
| 4 | 3 | 8 | " | " | " | 4 3 | 1/2 30.28 | 66 | 66 | 54 | 71 | " | " | 7 " |
| 5 | 4 | 0 | " | <i>N 1/4 E.</i> | " | 3 2 | 1/2 30.28 | 66 | 66 | 64 | 70 | " | <i>cir cum.</i> | 5 " |
| 6 | 4 | 3 | " | <i>N by E</i> | " | 3 2 | 1/2 30.29 | 65 | 66 | 64 | 70 | " | " | 3 " |
| 7 | 4 | 5 | " | <i>N 3/4 E.</i> | " | 3 4 2 | 1/2 30.30 | 65 | 66 | 64 | 70 | " | " | 2 " |
| 8 | 4 | 5 | " | <i>North.</i> | " | 3 4 2 | 1/2 30.31 | 66 | 66 | 64 | 70 | " | " | 4 " |
| 9 | 4 | 4 | " | " | " | 3 3 | 1/2 30.31 | 67 | 67 | 64 | 68 | " | " | 6 " |
| 10 | 4 | 4 | " | " | " | 3 3 | 1/2 30.32 | 67 | 67 | 65 | 68 | " | " | 5 " |
| 11 | 3 | 0 | " | " | " | 3 3 | 1/2 30.33 | 67 | 67 | 64 | 68 | " | " | 7 " |
| Noon. | 3 | 0 | " | " | <i>East.</i> | 3 3 | 1/2 30.30 | 68 | 67 | 64 | 68 | " | " | 8 " |

89. *Determine now by log*

Course and distance made good since preceding noon by observations, *N. 14° W.*

93 knots. tenths

Position at Noon: Latitude by D. R. *32° 0' 15" N.*
 Longitude by D. R. *70° 0' 01" W.*
 Latitude by observations of ☉ *32° 0' 17" N.*
 Longitude by chronometer from Forenoon Observations of ☉ *70° 0' 10" W.*
 Position at 3 A. M. Latitude by *D. R. from Noon.* *32° 0' 02" N.*
 Longitude by *observations* *70° 0' 07" W.*
 Position at 8 P. M. Latitude by *Observation (Sunner) from 4.30 P.M.* *32° 0' 47" N.*
 Longitude by *"* *70° 0' 39" W.*

Current during the time, 8 knots tenths per hour, setting to the *N 47° W.*

Error of the Compass by Azimuth ☉ observed at *7.30 A.M.*, ship's head *N 2/4 W.*

Deviation of the Compass by Azimuth ☉ observed at *7.30 A.M.*, ship's head *"*

Error of the Compass by Azimuth ☉ observed at *4.30 P.M.*, ship's head *N 1/4 W.*

Deviation of the Compass by Azimuth ☉ observed at *4.30 P.M.*, ship's head *"*

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 550 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 126 " 950 "

| P. M. | | | | | | | | | | | | | | | | | | | |
|-------|---|---|------------|----------|----------|---|---|---|-------|-------|----|----|----|------|---------|-----|---|---|---|
| 1 | 3 | 6 | 83.9 | N 1/4 W. | East | 3 | 3 | 0 | 30.33 | 69 | 69 | 66 | 69 | b.c. | cir cum | 9 | 9 | 9 | 9 |
| 2 | 4 | 5 | 87.5 | " | " | 3 | 3 | 0 | 30.35 | 69 | 68 | 66 | 69 | " | " | 7 | " | " | " |
| 3 | 6 | 9 | Handled in | " | E. by S. | 3 | 4 | 3 | 0 | 30.34 | 68 | 67 | 66 | 70 | " | " | 6 | " | " |
| 4 | 6 | 5 | " | " | " | 3 | 4 | 3 | 0 | 30.33 | 68 | 67 | 66 | 69 | " | " | 6 | " | " |
| 5 | 4 | 8 | " | " | " | 3 | 4 | 3 | 0 | 30.32 | 68 | 67 | 66 | 69 | " | " | 5 | " | " |
| 6 | 4 | 8 | " | " | " | 3 | 4 | 3 | 0 | 30.32 | 68 | 67 | 66 | 69 | " | " | 5 | " | " |
| 7 | 3 | 6 | " | " | " | 3 | 4 | 3 | 0 | 30.32 | 67 | 66 | 65 | 69 | " | " | 5 | " | " |
| 8 | 3 | 5 | " | " | " | 3 | 4 | 3 | 0 | 30.32 | 67 | 66 | 65 | 69 | " | cum | 7 | " | " |
| 9 | 3 | 2 | " | " | East. | 3 | 3 | 0 | 30.32 | 64 | 64 | 63 | 68 | " | " | 9 | " | " | " |
| 10 | 2 | 8 | " | " | E. by S. | 3 | 3 | 0 | 30.32 | 64 | 63 | 63 | 67 | " | " | 9 | " | " | " |
| 11 | 2 | 2 | " | " | E. by S. | 2 | 3 | 0 | 30.32 | 64 | 63 | 63 | 67 | b. | none | 10 | " | " | " |
| Mid. | 1 | 8 | " | " | E. by S. | 2 | 3 | 0 | 30.32 | 64 | 63 | 63 | 67 | " | " | 10 | " | " | " |

under the command of

Commander F. W. Dickens
Friday, April 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from E. by N. Fair and pleasant. Smooth sea. Moon
up at 105. Blow hauled on starboard tack under jib, fore topmast staysail, spanker topgallant
sails on single reefed topsails fore and single reefed mainmast. Apprentices at the wheel.

From 4 to 8 A.M.

Fair and pleasant. Gentle to moderate breeze from E. by N. At 6.30 shirk reef
out of topsails and set royals and flying jib. At day by the wind on starboard tack under fore
topmast staysail and plain sail to royals. Apprentices at the wheel.

From 8 A.M. to Merid.

Clear and pleasant. Gentle breeze from E. by N. to East. At 9.30 called all hands clear
ship for action after which, at 9.48, sounded the call to general quarters, the divisions reporting as follows:
and provided as follows:—Forward Powder division in 2 minutes, 30 seconds. After Powder division in 3 minutes, 20
seconds. Navigator's division in 4 minutes, 30 seconds. First division in 4 minutes, 40 seconds. Third division in
4 minutes, 44 seconds. and Second division in 5 minutes, 20 seconds. During the drill called away firemen
and gunnemen with fire on Board Rooms and then aloft with sails in fire. At 10.28 went to Gun Quarters the
divisions reporting ready as follows: Navigator's in 1 minute, 50 seconds. Powder in 2 minutes. Third in 3 minutes, 40
seconds. Engineers in 3 minutes, 00 seconds. First in 4 minutes and the second in 4 minutes, 30 seconds. At 10.34
seconds. Under all plain sail to royals with single reef in mainmast, by the wind on the starboard tack. Course
S. by E. At 12.00 changed course to N. by W. Two sails reported from aloft, but not made fast. Apprentices
at the wheel. Temperature of magazines 72° forward, 70° aft. Exposed muzzles quadranted and had and shot same, then
shipped tiller and on off every twelve, after which all the apprentices reported and were instructed. Roger Heller, Jr.
From Merid. to 4 P.M.

Cloudy and pleasant. Gentle to moderate breeze from East to E. by S. B. at night steady.
At 1.00 clock set main and mizzen topmast staysails. From 1.15 to 2.00 clock had instruction, 1st watch, broadside
and watch infantry; from 2.15 to 3.00 clock, 1st watch infantry, 2nd watch broadside. From 3.15 to 4.00 observed
all the apprentices in shifting the fore topsails. At end of watch under all plain sail to royals (except a single
reef in mainmast) and all topmast staysails, on course N. by W. Apprentices at the wheel. At 4 P.M. started fire
in boiler A.

From 4 to 8 P.M.

Clear, cool and pleasant. Gentle to moderate breeze from E. by S. Ship on course N. by W. (spc). At
6.00 clock took in topgallant sails, royals and flying jib and took two single reefs in the topsails and one
reef in the foremast. Stopped distilling and hauled fire on account of leak in boiler A, and started fire under
boiler B. At end of watch under topsails with two single reefs, single reefed courses, jib, fore topmast staysail
and spanker. Apprentices at the wheel.

From 8 P.M. to Bed.

Gentle to light breeze from East to S.E. by E. Clear, cool and pleasant. Bright starlight.
Under same sail as at end of preceding watch. Apprentices at the wheel. Braked fire under boiler B.

Examined and found to be correct.

F. W. Dickens
Lieutenant U. S. N.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

| | | | | WIND. | | | BAROMETER TEMPERATURE. | | | | | | | | | | |
|---------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
| A. M. 4 | 2 | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | East by S. | N. N. W. | E. by E. | 1-2 | 0 | 0 | 30.32 | 64 | 63 | 62 | 67 | b. w. | none | 10 | 9 |
| 2 | 1 | 0 | " | " | E. S. E. | 1 | 0 | 0 | 30.32 | 64 | 63 | 62 | 67 | " | " | 10 | " |
| 3 | 1 | 3 | " | " | " | 1-2 | 0 | 0 | 30.32 | 63 | 62 | 61 | 67 | b. c. w. | cum. | 9 | " |
| 4 | 1 | 3 | " | " | " | 1-2 | 0 | 0 | 30.32 | 63 | 62 | 61 | 67 | " | " | 9 | " |
| 5 | 1 | 5 | " | " | " | 1-2 | 0 | 0 | 30.30 | 64 | 63 | 61 | 68 | " | cum. stat. | 7 | " |
| 6 | 1 | 6 | " | " | " | 1-2 | 0 | 0 | 30.31 | 64 | 63 | 61 | 68 | " | " | 8 | " |
| 7 | 2 | 2 | " | " | East | 2 | 0 | 0 | 30.32 | 64 | 63 | 61 | 68 | " | " | 9 | " |
| 8 | 2 | 6 | " | " | E. S. E. | 2 | 0 | 0 | 30.32 | 64 | 63 | 61 | 67 | " | cir. cum. | 7 | " |
| 9 | 2 | 4 | " | " | N. E. by E. | 2 | 0 | 1/2 | 30.34 | 64 | 63 | 61 | 67 | b. c. | " | 6 | " |
| 10 | 2 | 0 | " | " | E. N. E. | 2 | 0 | 1/2 | 30.36 | 65 | 64 | 62 | 67 | " | " | 6 | " |
| 11 | 2 | 0 | " | " | East. | 2 | 0 | 1/2 | 30.38 | 66 | 65 | 63 | 67 | " | " | 8 | " |
| Noon. | 1 | 5 | " | " | " | 1-2 | 0 | 1/2 | 30.39 | 67 | 65 | 63 | 67 | " | " | 9 | " |

67. 8 Distance run by log.

Course and distance made good since preceding noon by observations, N 48° W.

53 knots. tenths.

| | | |
|---------------------|--|---------------|
| Position at Noon: | Latitude by D. R. | 33° 0' 11" N. |
| | Longitude by D. R. | 70° 0' 47" W. |
| | Latitude by observations of ☉ | 32° 0' 54" N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 70° 0' 55" W. |
| Position at 8 A. M. | Latitude by <i>2. R. from Noon</i> | 32° 0' 48" N. |
| | Longitude by <i>observation</i> | 70° 0' 50" W. |
| Position at 8 P. M. | Latitude by <i>observation (Lunette) 4.30 P.M.</i> | 33° 0' 00" N. |
| | Longitude by .. | 71° 0' 01" W. |

Current during the time, 12 knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at 7.30 A.M., ship's head N. N. W.

Deviation of the Compass by Azimuth ☉ observed at 7.30 A.M., ship's head ..

Error of the Compass by Azimuth ☉ observed at 4.30 P.M., ship's head ..

Deviation of the Compass by Azimuth ☉ observed at 4.30 P.M., ship's head ..

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

4° 30' W. variation used, 5° 15' W.

0° 47' W. variation used, 5° 43' W.

5° 43' W. variation used, 5° 24' W.

1° 09' W. variation used, 5° 24' W.

400 gallons.

200 "

350 "

1 tons 560 lbs.

125" 390 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|---|---|-----------|-------|----------|-----|---|-----|-------|----|----|----|----|----------|------------|----|---|---|
| 1 | 1 | 5 | Headed in | N N W | E. by N. | 1 | 0 | 1/2 | 30.39 | 67 | 67 | 63 | 69 | b. c. | cir. cum. | 9 | 9 | 9 |
| 2 | 1 | 2 | " | " | " | 1 | 0 | 1/2 | 30.38 | 67 | 67 | 63 | 69 | " | " | 9 | " | " |
| 3 | 1 | 0 | " | " | " | 1 | 0 | 1/2 | 30.37 | 68 | 67 | 63 | 69 | b. | none | 10 | " | " |
| 4 | 1 | 0 | " | " | " | 1 | 0 | 1/2 | 30.36 | 69 | 67 | 63 | 69 | " | " | 10 | " | " |
| 5 | 0 | 8 | " | " | E. S. E. | 0-1 | 0 | 0 | 30.34 | 69 | 67 | 63 | 69 | " | " | 10 | " | " |
| 6 | 0 | 6 | " | " | " | 0-1 | 0 | 0 | 30.33 | 68 | 66 | 63 | 69 | " | " | 10 | " | " |
| 7 | 0 | 7 | " | " | " | 0-1 | 0 | 0 | 30.33 | 67 | 65 | 62 | 69 | b. c. | cir. stat. | 9 | " | " |
| 8 | 0 | 8 | " | " | S. S. W. | 0-1 | 0 | 0 | 30.32 | 67 | 65 | 62 | 69 | " | cum. stat. | 9 | " | " |
| 9 | 0 | 8 | " | " | N. S. W. | 0-1 | 0 | 0 | 30.31 | 67 | 65 | 62 | 69 | b. c. w. | " | 9 | " | " |
| 10 | 0 | 8 | " | " | " | 0-1 | 0 | 0 | 30.30 | 67 | 65 | 62 | 69 | " | " | 9 | " | " |
| 11 | 1 | 6 | " | " | " | 1-2 | 0 | 0 | 30.29 | 67 | 65 | 62 | 69 | b. w. | none | 10 | " | " |
| Mid. | 1 | 6 | " | " | " | 1-2 | 0 | 0 | 30.28 | 67 | 65 | 62 | 69 | " | " | 10 | " | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Light air to light breeze from S.E. by E. and E.S.E. Morn now at 1.40. At 2.00 started distilling with banked fires under boiler B. Under jib, for topmast staysail, double reefed topsails, single reefed courses and spanker, on courses A. & C. Apprentices at the wheel.

Montgomery M. Bayliss

Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light air and breeze from E. S.E. to East. At 6.00 turned the reef out of topsails and foresail and made all plain sail to royals except a single reef in mainsail. Crew A. & B. Watch engaged in scrubbing clothes and decks, bright woodwork etc with sand and canvas. Distilling with banked fires under boiler B. A three masted schooner passed the ship standing to the Southward. Apprentices at the wheel.

Roger Wells, Jr.

Ensign U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Light variable breeze from N.E. by E. to East. Barometer rising. Watch on deck and relief engaged cleaning ship. At 10.35 called all apprentices down to their quarters with bags for bag inspection. At end of watch under all plain sail to royals (except a single reef in the mainsail) and for topmast staysail on courses A. & C. Apprentices at wheel. Distilling with banked fires under boiler B. Temperature of magazine 72° forward, 72° aft.

N. J. Coleman

Ensign U. S. N.

From Noon to 4 P.M.

Clear, warm and pleasant. Light air from E. by N. Course A. & B. (p.s.) Lands and in Dept. Supplies and Accounts by the quarterly Board of survey, and threw aboard 14 lb. bacon, Sharp and Perkins Contractors, inspected in 1892. Bund out clothing and small stores. Two smooth Apprentices at the wheel. Sloop under for topmast staysail and all plain sail to royals, except single reef in mainsail. Distilling with fire banked under boiler B.

W. D. Raperton

Lieutenant U. S. N.

From 4 to 8 P.M.

Calms to light air from S.E., evening last how to S. S.W. Clear and pleasant. Smooth sea. At 6.00 furlled topgallant sails and royals, flying jib and spanker, and hauled up the courses. At 6.30 landed a boat and brought alongside a floating piece of timber, which when hoisted on board was found to be a piece of trimmed pine, 24 feet long, 12 inches wide and 4 inches thick. It had no marks and evidently had been a part of a vessel's deck beam. Its coating of barnacles indicated that the timber had been in the water at least several months. At 7.00 set the foresail. At end of watch under jib, for topmast staysail, topsails and foresail. Distilling with fire banked under boiler B. Apprentices at the wheel.

Geo. R. Green

Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair. Bright starlight. Misty around horizon. Calms to gentle breeze from N. S.W. At 10.30 set mainsail. At close of watch on courses A. & B., under jib, for topmast staysail, foresail, topsails and single reefed mainsail. Distilling with banked fires under boiler B. Apprentices at the wheel.

Montgomery M. Bayliss

Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny

Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston S.C. to Yorktown Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Bly, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------------|---|-----------------------------------|--------|-------------------------|---------|----------------------|----------------|-------------------|-------------------|----------------------|----------|-----------|---|------------------------------------|-------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 2 | 88.5 | N. N. W. | SW. by W. | 3 | 0 | 0 | 30.28 | 64 | 64 | 61 | 68 | b. | none | 10 | 5 | | |
| 2 | 2 | 6 | 91.1 | " | " | 3 | 0 | 0 | 30.26 | 64 | 64 | 61 | 68 | " | " | 10 | " | | |
| 3 | 2 | 1 | 93.2 | " | " | 3 | 0 | 0 | 30.26 | 64 | 64 | 61 | 68 | " | " | 10 | " | | |
| 4 | 2 | 8 | 93.4 | " | " | 3 | 0 | 0 | 30.26 | 64 | 64 | 61 | 68 | " | " | 10 | " | | |
| 5 | 3 | 5 | 96.7 | " | West | 4 | 4 | 0 | 30.23 | 65 | 65 | 63 | 68 | b. c. | cir. cum. | 8 | " | | |
| 6 | 5 | 6 | 2.3 | S. by W. | " | 4 | 5 | 1/2 | 30.22 | 66 | 65 | 64 | 68 | b. | none | 10 | " | | |
| 7 | 5 | 8 | 8.1 | " | " | 4 | 5 | 1/2 | 30.21 | 67 | 67 | 66 | 69 | b. c. | cum. | 7 | " | | |
| 8 | 6 | 2 | 14.3 | N. 1/2 W. | W. by N. | 4 | 5 | 1/2 | 30.20 | 67 | 69 | 67 | 71 | " | cir. cum. | 6 | " | | |
| 9 | 6 | 5 | 20.4 | N. by W. 1/2 W. | West | 4 | 5 | 1/2 | 30.21 | 69 | 69 | 68 | 71 | b. c. m. | " | 9 | " | | |
| 10 | 6 | 5 | 26.9 | N. W. | " | 4 | 5 | 1/2 | 30.22 | 69 | 70 | 69 | 69 | " | " | 3 | " | | |
| 11 | 6 | 7 | 33.1 | " | W. by S. | 4 | 5 | 1/2 | 30.21 | 69 | 70 | 69 | 69 | " | numb. | 2 | " | | |
| Noon. | 6 | 4 | 38.8 | " | " | 4 | 5 | 1/2 | 30.21 | 69 | 70 | 69 | 69 | " | cir. cum. | 2 | " | | |

69.3 Distance run by log.

Course and distance made good since preceding noon by observations, N 15° W.

66 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 33° 05' N. " |
| | Longitude by D. R. | 71° 03' W. " |
| | Latitude by observations of ☉ | 33° 05' N. " |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 71° 01' W. " |
| | Latitude by D. R. from Noon | 33° 06' N. " |
| | Longitude by observations of ☉ | 70° 59' W. " |
| Position at 8 P. M. | Latitude by observations (Sunset) at 5.45 P. M. | 34° 26' N. " |
| | Longitude by " " " " | 71° 28' W. " |

Current during the time, 12 knots tenths per hour, setting to the S. 65° E.

Error of the Compass by Azimuth ☉ observed at 7.30 A. M., ship's head N. by W.

4° 18' W.

Deviation of the Compass by Azimuth ☉ observed at 7.30 A. M., ship's head

0° 35' E.

variation used, 5° 30' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

variation used, 0

Water expended during the preceding 24 hours,

350 gallons.

Water distilled during the preceding 24 hours,

800 "

Water remaining on hand fit for use at Noon,

800 "

Coal consumed during the preceding 24 hours,

tons 2080 lbs.

Coal remaining on hand at Noon,

124 " 550 "

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|-----------------|-------------|---|---|-----|-------|-------|----|----|----|----------|------------|---|---|---|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | 5 | 5 | 43.8 | N. by W. | W. by S. | 5 | 7 | 1/2 | 30.13 | 70 | 72 | 70 | 68 | b. c. m. | cum. | 4 | 5 | |
| 2 | 5 | 0 | 48.7 | N. by W. 1/2 W. | West. | 4 | 7 | 1/2 | 30.11 | 70 | 72 | 70 | 68 | " | " | 7 | " | |
| 3 | 2 | 2 | 53.1 | West N. E. | N. W. | 4 | 7 | 1/2 | 30.11 | 69 | 69 | 68 | 68 | " | " | 4 | " | |
| 4 | 4 | 4 | 58.7 | N. W. by N. | N. E. | 5 | 7 | 1/2 | 30.09 | 69 | 69 | 68 | 68 | " | cir. cum. | 4 | " | |
| 5 | 5 | 2 | 63.0 | N. W. 1/2 N. | " | 4 | 5 | 1/2 | 30.10 | 66 | 66 | 66 | 68 | " | " | 1 | " | |
| 6 | 5 | 9 | 68.9 | N. W. by N. | " | 4 | 5 | 1/2 | 30.10 | 66 | 66 | 66 | 68 | " | " | 2 | " | |
| 7 | 3 | 8 | 72.7 | " | " | 4 | 5 | 1/2 | 30.11 | 66 | 66 | 65 | 68 | " | " | 2 | " | |
| 8 | 5 | 0 | 77.7 | " | " | 5 | 6 | 5 | 1/2 | 30.11 | 66 | 66 | 65 | 68 | " | " | 5 | " |
| 9 | 6 | 9 | 84.6 | N. W. 1/2 N. | N. E. by E. | 6 | 7 | 3/4 | 30.21 | 65 | 65 | 64 | 68 | b. c. m. | cum. numb. | 7 | 4 | |
| 10 | 6 | 5 | 91.1 | N. W. by N. | " | 6 | 7 | 3/4 | 30.23 | 65 | 65 | 64 | 69 | " | " | 8 | " | |
| 11 | 5 | 1 | 96.2 | " | " | 6 | 7 | 3/4 | 30.25 | 64 | 64 | 63 | 68 | " | " | 7 | " | |
| Mid. | 4 | 3 | 100.5 | " | " | 6 | 7 | 10 | 3/4 | 30.27 | 64 | 64 | 63 | 67 | " | " | 7 | " |

under the command of

Commander F. W. Dickens
Sunday, April 29

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and pleasant. Gentle breeze from NW by N. Under jib, fore topmast staysail, topmasts, courses with a single reef in mainsail, on corner N. N. W. Mown rose at 2.00. Between 1.30 and 3.00 a steamer passed standing about N. N. W. Distilling with fire banked in boiler B. Apprentices at the wheel.

Roger Waller, Jr.,
Ensign U. S. N.

From 4 to 8 A. M.

Clear and pleasant. Moderate to stiff breeze from West to N by N. Barometer falling. At 4.30 set topgallant sails, royals, flying jib, spunkies, main and mizzen topmast staysails. At 4.30 hauled down flying jib. At end of watch, under plain sail to royals (except flying jib and a single reef in mainsail) with all topmast staysails, down N. N. W. Apprentices at the wheel. Distilling with fire banked under boiler B.

N. A. Coleman
Ensign U. S. N.

From 8 A. M. to Merid.

Clear to cloudy and hazy around horizon. Moderate to stiff breeze from West and N by E. Corner N. N. W. (p.c.) At 9.30 the Commanding Officer inspected ship and crew at quarters. At 10.30 took in and fueled royals. At end of watch, ship on corner N. N. W. (p.c.) under fore main and mizzen topmast staysails and all plain sails to topgallant sails, except a single reef in mainsail. Apprentices at the wheel. Distilling with fire banked under boiler B. Temperature of magazine 72° forward, 70° aft.

W. K. Caperton
Lieutenant U. S. N.

From Merid. to 4 P. M.

Moderate to stiff breeze from N by E and West until 2.30, then cloudy evening to N. W. and N. E. Cloudy. Fire hauled on job tack until 3.00. Between 3.00 and 3.15 worn ship bringing her by the wind on starboard tack. Hauled down main and mizzen topmast staysails at 3.00. At 12.10 changed course to N. W. by S. At end of watch on corner N. W. by S. under fore topmast staysail and all plain sail to topgallant sails except a single reef in the mainsail. Distilling with fire banked under boiler B. Apprentices at the wheel.

George C. Beach
Lieutenant U. S. N.

From 4 to 8 P. M.

Cloudy and daisy. Moderate to fresh breeze from N. E. At 4.00 passed a large piece of saw timber. At 4.45 sighted brig standing to S. E. At 6.00 fueled topgallant sails. Distilling with banked fire under boiler B. At close of watch under jib, fore topmast staysail, topmasts, courses and spunkies, with single reef in mainsail, on corner N. W. by S. Apprentices at wheel.

Montgomery H. Saylor
Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy to clear. Fresh to very fresh breeze in squalls from N. E. by E. Barometer rising. At 8.30 took in and fueled mainsail and jib and at 10.15 took in and fueled fore sail. Corner N. W. by S. Apprentices at the wheel. Distilling with banked fire under boiler B.

Roger Waller, Jr.,
Ensign U. S. N.

Examined and found to be correct.

J. B. Moulton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Making passage from Charleston, S.C. to Yorktown, Va.

Third Rate,

| | | | | WIND. | | BAROMETER. | | TEMPERATURE. | | | | State of the Sky, in 10ths. | | State of the Sea. | | | |
|-------|---------|--------|------------------------|--------------------------------------|--------------------------------|------------|-------|---------------|-------------------|-------------|----------------|-----------------------------|-------------------|-----------------------------------|-----------------------------|-------------------------------|-------|
| Hour. | Minute. | Tenth. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heal. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prog. of Clear Sky, in 10ths. | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 3 | 9 | 44.4 | N. $\frac{1}{2}$ E. | N. E. | 6-7 | 6-10 | $\frac{1}{2}$ | 30.23 | 64 | 61 | 60 | 67 | b. c. g. m. | from record. | 7 | R. |
| 2 | 3 | 3 | 7.7 | N. $\frac{1}{2}$ E. | " | 6-7 | 6-10 | $\frac{1}{2}$ | 30.22 | 63 | 60 | 59 | 67 | " | " | 7 | " |
| 3 | 4 | 0 | 11.7 | N. $\frac{1}{2}$ E. | " | 5-7 | 6-10 | $\frac{1}{2}$ | 30.28 | 62 | 61 | 58 | 67 | " | " | 8 | " |
| 4 | 4 | 8 | 16.5 | N. $\frac{1}{2}$ E. | " | 5-7 | 6-10 | $\frac{1}{2}$ | 30.28 | 62 | 61 | 58 | 67 | " | " | 8 | " |
| 5 | 5 | 0 | 21.5 | N. $\frac{1}{2}$ E. | " | 6 | 7-12 | $\frac{1}{2}$ | 30.29 | 61 | 60 | 56 | 67 | b. c. | air clear | 5 | R. |
| 6 | 4 | 5 | 26.3 | N. $\frac{3}{4}$ E. | " | 6 | 7-12 | $\frac{1}{2}$ | 30.29 | 60 | 60 | 56 | 67 | " | " | 4 | " |
| 7 | 5 | 0 | 31.2 | N. by E. | " | 6 | 7-12 | $\frac{1}{2}$ | 30.29 | 61 | 60 | 56 | 66 | " | " | 4 | " |
| 8 | 6 | 3 | 37.5 | " | " | 6 | 7-10 | $\frac{1}{2}$ | 30.29 | 62 | 61 | 56 | 66 | " | " | 4 | " |
| 9 | 2 | 0 | 43.4 | N. $\frac{1}{2}$ E. | N. E. by E. | 5 | 7-10 | $\frac{1}{4}$ | 30.40 | 62 | 61 | 57 | 67 | " | " | 4 | b. c. |
| 10 | 7 | 0 | 50.3 | " | " | 5 | 7-10 | $\frac{1}{4}$ | 30.45 | 62 | 61 | 57 | 67 | " | " | 4 | " |
| 11 | 7 | 0 | 57.1 | " | " | 5 | 7-10 | $\frac{1}{4}$ | 30.47 | 62 | 62 | 58 | 67 | " | " | 5 | " |
| Noon. | 7 | 4 | 64.5 | " | " | 5 | 7-10 | $\frac{1}{4}$ | 30.50 | 62 | 62 | 58 | 67 | " | " | 6 | " |

126 1 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N. 50° E.

119 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 35° 27' N. " |
| | Longitude by D. R. | 73° 01' W. " |
| | Latitude by observations of ☉ | 35° 17' N. " |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 73° 06' W. " |
| | Latitude by <i>Lat. by from Noon</i> | 34° 58' N. " |
| | Longitude by <i>Observation</i> ☉ | 73° 38' W. " |
| Position at 8 P. M. | Latitude by <i>Observation (Lunar)</i> at 4:30 P.M. | 35° 04' N. " |
| | Longitude by .. | 73° 05' W. " |

Current during the time, 10 knots tenths per hour, setting to the S. 29° E.

Error of the Compass by Azimuth ☉ observed at 7:30 A.M., ship's head N. E. by N.

4° 45' E.

Deviation of the Compass by Azimuth ☉ observed at 7:30 A.M., ship's head

1° 37' E.

variation used, 5° 30' W.

Error of the Compass by Azimuth ☉ observed at 4:30 P.M., ship's head N. E.

5° 09' E.

variation used, 5° 12' W.

Deviation of the Compass by Azimuth ☉ observed at 4:30 P.M., ship's head

3° 08' E.

variation used, 5° 12' W.

Water expended during the preceding 24 hours,

300 gallons.

Water distilled during the preceding 24 hours,

900 "

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

1 tons 320 lbs.

Coal remaining on hand at Noon,

123 " 230 "

| | | | | | | | | | | | | | | | |
|-------|---|---|-------|---------------------|-------------|-----|------|-------|----|----|----|----|-------|---|-------|
| P. M. | 4 | 3 | 68.8 | N. $\frac{1}{2}$ E. | N. E. by E. | 5 | 6-10 | 30.53 | 63 | 63 | 58 | 70 | b. c. | 3 | b. c. |
| 1 | 2 | 7 | 71.0 | N. E. | " | 5 | 6-10 | 30.54 | 63 | 63 | 58 | 70 | " | 5 | " |
| 2 | 6 | 9 | 78.4 | " | " | 5 | 6-10 | 30.52 | 63 | 63 | 58 | 70 | " | 6 | " |
| 3 | 6 | 2 | 84.6 | " | " | 5 | 6-10 | 30.51 | 63 | 63 | 58 | 74 | " | 6 | " |
| 4 | 5 | 2 | 89.8 | " | E. N. E. | 3-4 | 5-8 | 30.47 | 63 | 63 | 58 | 74 | " | 6 | " |
| 5 | 4 | 2 | 94.0 | " | " | 3-4 | 5-8 | 30.47 | 63 | 63 | 58 | 74 | " | 6 | " |
| 6 | 3 | 5 | 97.5 | " | " | 3 | 5-8 | 30.47 | 63 | 63 | 58 | 74 | " | 7 | " |
| 7 | 2 | 6 | 100.1 | " | East | 2 | 4-6 | 30.46 | 63 | 63 | 58 | 74 | " | 7 | " |
| 8 | 2 | 0 | 2.1 | " | " | 2 | 2-5 | 30.45 | 63 | 63 | 58 | 74 | " | 7 | " |
| 9 | 2 | 3 | 3.6 | " | E. by N. | 2 | 0 | 30.49 | 63 | 63 | 58 | 74 | " | 8 | " |
| 10 | 2 | 3 | 3.6 | " | " | 2 | 0 | 30.49 | 63 | 63 | 58 | 74 | " | 8 | " |
| 11 | 2 | 0 | 3.6 | " | N. E. by E. | 2 | 0 | 30.49 | 63 | 63 | 58 | 74 | " | 8 | " |
| Mid. | 1 | 0 | 3.6 | " | " | 1-2 | 0 | 30.49 | 63 | 63 | 58 | 74 | " | 9 | " |

under the command of

Commander J. W. Dickens
Monday, April 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Partially cloudy and cool. Stiff breeze with frequent heavy squalls from N.E. Barometer rising. Monrovia at 2.38. At end of watch under topsails, for topmast staysail and spanker heading N.W. 1/2 N. Course N.W. by N. Distilling with banked fire under boiler B. Apprentices at the wheel.

N. D. Holman
Ensign U. S. N.

From 4 to 8 A. M.

Fair and cool. Fresh breeze from N.E. Course N.W. by N. (p.c.). Sea rough from N.E. Ship rolling dully and frequently: extreme roll to leeward 22° to windward 16°. At 6.30 at foreails. At end of watch on her course N.W. by N. under for topmast staysail, topsails, foreails and spanker. Apprentices at the wheel. Distilling with fire banked under boiler B. At close back 3 minutes between 7.00 and 8.00.

W. R. Caperton
Lieutenant U. S. N.

From 8 A. M. to Noon.

Stiff breeze from N.E. by E. Fair and pleasant. Choppy and irregular sea. Mustered crew at quarters at 9.30. During 1st period, 9.45 to 10.30 mustered all hands at stations for general evolution. 2nd period, 10.45 to 11.45, instructed 1st watch in marlinespike seamanship, caulking andEmpress, 3rd watch in sails and spars. Set the mainmast at 9.10, the main topsail and jib at 9.25, and the topgallant sails at 10.15. Cleared port after water tank. By order of Commanding Officer changed course at 8.55 to N.W. 1/2 N., per Standard. At end of watch on course N.W. 1/2 N. under for topmast staysail, main topsail and plain sail to topgallant sails except a single reef in the mainmast. Apprentices at the wheel. Consumption of magazine 72° forward 70° aft. Distilling with fire banked under boiler B.

G. R. Beck
Lieutenant U. S. N.

From Noon to 4 P. M.

Fair and pleasant. Gentle to fresh breeze from N.E. by E. and E. S. E. At 12.45 changed course to N.W., ported log 57.8. At 3.00 set main and mizzen topmast staysails and at 3.40 set rigals. At 4.15 eighteen buckets standing to P. Killed as follows: 1.15 to 2.15, first watch, sails and spars 2nd watch, marlinespike seamanship and compass, 2.30 to 3.15, first watch, gunnery 2nd watch, sails and spars 3.30 to 4.00, first watch, helms, head and log 2nd watch, gymnastics. At close on course N.W. under all sail except flying jib and single reef in mainmast. Distilling with banked fire under boiler B. Apprentices at the wheel.

W. H. Luyken
Ensign U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Gentle breeze from E. S. E. to light breeze from East. At 4.15 took in main topsail and spanker, and at 6.15 topgallant sails, rigals, and main and mizzen topmast staysails. At end of watch under topsails course with a single reef in the mainmast jib and for topmast staysail, on course N.W. Lighted a steam, hull down, stranding to the Eastward at 7.00. Distilling with banked fire under boiler B. Apprentices at the wheel.

Roger Wells, Jr.
Ensign U. S. N.

From 8 P. M. to Midnight.

Partially cloudy and cool. Light breeze to light air from E. by S. to N.E. by S. Ship rolling considerably to moderate swell from N.E. At end of watch under jib, for topmast staysail, topsails, foreails, single reefed mainmast, on course N.W. Apprentices at the wheel. Banked fire in boiler B. Distilling.

N. D. Holman
Ensign U. S. N.

Examined and found to be correct.

Approved:
J. W. Dickens
Commander, U. S. N.

J. B. Miltner
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston, S. C. to Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COTTER'S STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-----------|--------|---------|------------------------|---------------------------------------|--------------------------------|--------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. 4 5 | 2 | | | | | | | | | | | | | | | |
| 1 | 0 | 6 | Round in | N. W. | E. N. E. | 0-1 | 21-25 | 0 | 30.48 | 63 | 63 | 58 74 | b.c.w. | cir cum. alt. | 9 | L. |
| 2 | 0 | 6 | " | " | " | 0-1 | 21-25 | 0 | 30.48 | 63 | 63 | 58 74 | " | " | 9 | " |
| 3 | 0 | 0 | " | " | Balm | 0 | 21-25 | 0 | 30.49 | 63 | 63 | 58 74 | " | " | 9 | " |
| 4 | 0 | 0 | " | " | " | 0 | 21-25 | 0 | 30.49 | 63 | 63 | 58 74 | " | " | 9 | " |
| 5 | 0 | 3 | " | N. 1/2 E. | " | 0 | 18-20 | 0 | 30.49 | 63 | 62 | 59 75 | b.c. | " | 8 | L. |
| 6 | 0 | 0 | " | " | " | 0 | 18-15 | 0 | 30.49 | 63 | 63 | 60 75 | " | cir cum. | 7 | " |
| 7 | 0 | 0 | " | " | " | 0 | 10-15 | 0 | 30.49 | 64 | 66 | 64 75 | " | " | 6 | " |
| 8 | 0 | 0 | " | " | " | 0 | 10-10 | 0 | 30.49 | 65 | 67 | 64 75 | " | cum. | 6 | " |
| 9 | 0 | 0 | " | " | " | 0 | 10-10 | 0 | 30.46 | 65 | 67 | 64 75 | " | " | 6 | " |
| 10 | 0 | 0 | " | " | " | 0 | 10-10 | 0 | 30.43 | 67 | 68 | 64 75 | " | " | 6 | " |
| 11 | 0 | 6 | " | N. by N. | Chet | 0-1 | 10-10 | 0 | 30.43 | 67 | 68 | 64 75 | " | " | 7 | " |
| Noon. | 1 | 5 | " | Chet | " | 1 | 10-10 | 0 | 30.43 | 67 | 68 | 64 76 | " | " | 7 | " |

4 8 5 Distance run by log.

Course and distance made good since preceding noon by observations, N 19° W.

72 knots. tenths.

| | | |
|---------------------|--|----------------|
| Position at Noon: | Latitude by D. R. | 35° 05' 16" N. |
| | Longitude by D. R. | 74° 00' 00" W. |
| | Latitude by observations of ☉ | 36° 02' 40" N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 73° 03' 50" W. |
| Position at 8 A. M. | Latitude by <i>2 1/2 h from Noon</i> | 36° 02' 22" N. |
| | Longitude by <i>Observation</i> | 73° 03' 50" W. |
| Position at 8 P. M. | Latitude by <i>Observation (Sunset) at 4.30 P.M.</i> | 36° 05' 57" N. |
| | Longitude by .. | 73° 01' 11" W. |

Current during the time, 35 knots tenths per hour, setting to the N 28° E.

| | | |
|--|-------------|---|
| Error of the Compass by Azimuth ☉ observed at .. | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at .. | ship's head | 0 |
| Error of the Compass by Azimuth ☉ observed at .. | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at .. | ship's head | 0 |

| | |
|-----------------|---|
| variation used, | 0 |
| variation used, | 0 |

Water expended during the preceding 24 hours, 400 gallons.
 Water distilled during the preceding 24 hours, 1000 "
 Water remaining on hand fit for use at Noon, 2000 "
 Coal consumed during the preceding 24 hours, 1 tons 160 lbs.
 Coal remaining on hand at Noon, 122 " 70 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------------|----------|---|---|-----|-------|-------|----|-------|-----------|-----------|---|---|--|
| 1 | 3 | 2 | 3.6 | N 1/2 E. | N. N. W. | 2 | 5 | 1/2 | 30.38 | 63 | 69 | 64 76 | b.c. | cir cum. | 8 | L | |
| 2 | 4 | 8 | 8.4 | " | " | 3 | 5 | 1/2 | 30.38 | 69 | 69 | 64 76 | " | " | 8 | " | |
| 3 | 5 | 5 | 13.9 | " | " | 3 | 5 | 1/2 | 30.39 | 69 | 69 | 64 76 | " | " | 8 | " | |
| 4 | 6 | 6 | 20.5 | N 1/4 W. | Chet. | 4 | 5 | 1/2 | 30.39 | 68 | 68 | 64 66 | " | " | 8 | " | |
| 5 | 7 | 3 | 27.8 | N. N. W. 1/4 N. | N. by S. | 5 | 9 | 1/2 | 30.33 | 68 | 68 | 64 70 | " | cir cum. | 9 | " | |
| 6 | 5 | 8 | 33.6 | N by N. 1/2 N. | " | 5 | 2 | 7 | 1/2 | 30.30 | 64 | 64 | 62 59 | " | " | 9 | |
| 7 | 2 | 7 | 37.5 | S 1/2 N. | Chet. | 3 | 3 | 1/2 | 30.29 | 64 | 64 | 62 59 | " | cir. | 7 | " | |
| 8 | 1 | 9 | 39.4 | " | " | 3 | 3 | 1/2 | 30.28 | 64 | 64 | 62 58 | b.c.w. | cum. alt. | 9 | " | |
| 9 | 3 | 0 | 42.4 | " | N by S. | 5 | 6 | 1/2 | 30.25 | 67 | 67 | 65 58 | b.o. m.w. | " | 9 | " | |
| 10 | 4 | 4 | 46.8 | " | " | 5 | 6 | 1/2 | 30.25 | 67 | 67 | 65 59 | " | " | 9 | " | |
| 11 | 4 | 0 | 50.8 | S 1/4 N. | " | 5 | 6 | 1/2 | 30.26 | 67 | 67 | 65 70 | " | " | 9 | " | |
| Mid. | 5 | 0 | 55.8 | S by N 1/4 N. | Chet. | 5 | 6 | 1/2 | 30.26 | 67 | 67 | 65 71 | " | " | 9 | " | |

under the command of

Commander F. W. Dickens
Tuesday, May 1

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear, cool and damp. Light air from E. N.E. first two hours, calm last two hours of watch. Course $4\frac{1}{2}^{\circ}$ by $7\frac{1}{2}^{\circ}$ N. Barely stearway first half, no stearway last two hours. Moon rose at 3.05. Hauled up mainsail at 3 o'clock. At end of watch ship under jib, for topmast stay-sail, topsails and fore-sail. Distilling with fire banked under boiler B. Apprentices at the wheel. Lighted a steamer standing to P. and E. Ship rolling deeply to long swell from N. and E.

W. K. Lapinton

Crews 4 to 8 A.M.

Calm, fair and pleasant. No stearway. Ship rolling on long heavy swell from N. and E. Hauled up fore-sail at 5.25. At 7.30 set fore-sail, single reefed mainsail and topgallant sails. At end of watch under plain sail to topgallant sails except a single reef in the mainsail and the spanker. Distilling with fire banked under boiler B. Apprentices at the wheel.

Geo. R. Beach

Crews 8 A.M. to Noon.

Clear and pleasant. Calm to light air from West. No stearway first two hours. At 9.40 changed course to S.W. by $7\frac{1}{2}^{\circ}$ N. At 9.45 cleared up main topsail to secure port reef tackle. At 9.45 set royals and spanker and at 10.15 set flying jib. R. Bowman (Com.) reported time of submergence expired. At 9.30 mustered at quarters and drilled as follows: 9.45 to 10.45 general exercises at battery and powder divisions; 10.45 to 11.45: first watch sails and spar, second watch, machinery, sailmaking. At close by the vessel on port tack under all plain sail and for topmast stay-sail, with a single reef in mainsail. Great signal to the Apprentices at wheel. Temperature of magazines 72° forward, 70° aft. Tested magazine flood cocks and found them all tight. Distilling with banked fire under boiler B.

Montgomery M. Taylor

Crews Noon to 4 P.M.

Clear and pleasant. Light breeze from N. N.W. to moderate breeze from West. Under all plain sail to royals by the wind on the port tack. The second watch had instruction in sails and spars from 1.15 to 2.15, gunnery from 2.30 to 3.15, and deck lead and log from 3.30 to 4.00; the third watch had machinery's seamanship schooling and compass from 1.15 to 2.15, gunnery from 2.30 to 3.15, and gymnastics from 3.30 to 4.00. Apprentices at the wheel. Distilling with banked fire in boiler B.

Roger Chelles, Jr.

Crews 4 to 8 P.M.

Clear and pleasant at first, becoming cool and damp during last two hours. Shift to light breeze from N. by S. to West. Barometer falling. At 5.10 temperature of sea water dropped 11° from 5 o'clock observation, force of wind dropped from 5 to 2 and air became sensibly cooler. Lat. $36^{\circ}54'$ N., Long $73^{\circ}04'$ W. At 5.30 passed back suddenly a whaler, and flying American colors, dipped colors in answer to her, made International signal B. B. F., no answer. At 6 o'clock saw ship from heading N. by $1\frac{1}{2}^{\circ}$ W. to S. $1\frac{1}{2}^{\circ}$ W. in 6 minutes: took in and furlled topgallant sails and royals. At 7.30 two masted schooner Baltic of Peninsular, Mass. passed under our stern and in answer to hail, reported being so late of oil on board and whaler came. At dusk both boats and schooner were lying to astern. At end of watch under for topmast stay-sail, jib, topsails, fore-sail, single reef in mainsail and spanker, heading S. $1\frac{1}{2}^{\circ}$ W. Course N. $4\frac{1}{2}^{\circ}$ by $7\frac{1}{2}^{\circ}$ N. Apprentices at wheel. Distilling with banked fire under boiler B.

N. T. Coleman

Crews 8 P.M. to Midnight.

Clear, damp and cool. Shift to fresh breeze from N. by S. and West. Course N. by S. Temperature of water rose 11° between 10 and 11 o'clock. Ship full and by no standard tack under same sail as at end of previous watch. Apprentices at wheel. Distilling with fire banked under boiler B.

Examined and found to be correct.

W. K. Lapinton

J. B. Milton

Navigator.

LOG of the UNITED STATES

Ship *Essex*
Making passage from *Charleston, S.C.* to *Yorktown, Va.*

Third Rate,

| Hour. | Kites. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------------|---|-----------------------------------|----------|------------------------|---------|----------------------|----------------|-------------------|-------------------|---|------------------------------------|----------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Wind. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Surface of Water. | | | |
| A. M. | 5 | 0 | | | | | | | | | | | | | | |
| 1 | 4 | 9 | 60.7 | S. by N. 1/4 N. | Obs. | 5-5 | 1/2 | 30.26 | 69 | 69 | 68 | 76 | b. w. | none | 10 | 2 |
| 2 | 4 | 7 | 65.4 | S. by N. 1/2 N. | " | 5-5 | 1/2 | 30.24 | 70 | 70 | 68 | 76 | " | " | 10 | " |
| 3 | 5 | 0 | 70.4 | " | " | 5-5 | 1/2 | 30.24 | 70 | 70 | 68 | 76 | " | " | 10 | " |
| 4 | 5 | 0 | 73.4 | " | " | 5-7-10 | 1/2 | 30.24 | 70 | 70 | 68 | 74 | " | " | 10 | " |
| 5 | 5 | 0 | 78.4 | S. by N. | " | 5-10 | 1/2 | 30.23 | 71 | 70 | 68 | 74 | b. c. m. | as usual | 8 | " |
| 6 | 5 | 6 | 84.0 | S. by N. 1/2 N. | " | 5-6 3-10 | 1/2 | 30.23 | 70 | 70 | 68 | 74 | " | " | 8 | " |
| 7 | 5 | 6 | 89.6 | S. by N. 1/2 N. | " | 5-6 3-10 | 1/2 | 30.23 | 71 | 70 | 69 | 73 | " | cum. stat. | 6 | " |
| 8 | 5 | 6 | 93.0 | " | " | 5-6 7 | 1/2 | 30.24 | 71 | 70 | 68 | 71 | " | " | 8 | " |
| 9 | 5 | 9 | 97.9 | N. 1/2 N. | " | 5-6 5 | 1/4 | 30.22 | 71 | 70 | 68 | 71 | b. c. | " | 9 | " |
| 10 | 4 | 0 | 2.7 | N. by N. | " | 5-5 | 1/2 | 30.24 | 71 | 72 | 70 | 73 | " | " | 7 | " |
| 11 | 4 | 4 | 7.1 | N. by N. 1/2 N. | " | 4-5 5-10 | 1/2 | 30.26 | 73 | 74 | 72 | 74 | " | as usual | 5 | " |
| Noon. | 5 | 7 | 12.8 | " | " | 4-5 5-10 | 1/4 | 30.24 | 74 | 75 | 73 | 76 | " | " | 6 | " |

115.3 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N 79° E.

55 knots. tenths.

| | | |
|---------------------|--|---------------|
| Position at Noon: | Latitude by D. R. | 36° 0' 14" N. |
| | Longitude by D. R. | 73° 0' 16" W. |
| | Latitude by observations of ☉ | 36° 0' 35" N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 72° 0' 29" W. |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 36° 0' 17" N. |
| | Longitude by <i>observation</i> | 72° 0' 24" W. |
| Position at 8 P. M. | Latitude by <i>observation (Lunar) at 4.30 P.M.</i> | 37° 0' 13" N. |
| | Longitude by " " " " | 72° 0' 20" W. |

Current during the time, 4.5 knots tenths per hour, setting to the N 61° E.

Error of the Compass by Azimuth ☉ observed at 7.30 A.M., ship's head S. by N.

5° 30' N.

Deviation of the Compass by Azimuth ☉ observed at 7.30 A.M., ship's head

0° 28' N.

variation used, 6° 20' N.

Error of the Compass by Azimuth ☉ observed at 4.30 P.M., ship's head S. by N.

7° 54' N.

Deviation of the Compass by Azimuth ☉ observed at 4.30 P.M., ship's head

1° 38' N.

variation used, 6° 52' N.

* Water expended during the preceding 24 hours,

40.0 gallons.

Water distilled during the preceding 24 hours,

978 "

Water remaining on hand fit for use at Noon,

2578 "

Coal consumed during the preceding 24 hours,

1 tons 240 lbs.

Coal remaining on hand at Noon,

120 " 2070 "

| P. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Stiff breeze from West, steady in force and direction. Clear and damp. Bright starlight. Noon rose at 3.25. Moderate sea from S. and N. E. low hauled on starboard tack, under jib, for topmast stayrail, spraker, topmasts, foremast, and single reefed mainmast. At 4.00 found patent log fouled with sea weed. Distilling with fine banked under boiler B. Apprentices at the wheel.

Geo. R. Beach

Lieutenant U. S. N.

From 4 to 8 A. M.

Fair and misty. Stiff to fresh breeze from West. Moderate sea from West. At close by the wind on starboard tack, under jib, for topmast stayrail, topmasts crossed with a single reef in mainmast and spraker. Hauled in patent log at 8.00 clock and found it fouled. Distilling with banked fire under boiler B. Apprentices at the wheel.

Montgomery W. Tuxley

Ensign U. S. N.

From 8 A. M. to Noon.

Cloudy, but pleasant. Moderate to stiff breeze from West. At 8.00 wore ship, and brought her by the wind on the port tack. At 11.00 set topgallant sails, main and mizzen topmast stayrails. Mustered at quarters at 9.30. From 9.45 to 10.30 instructed the Apprentices in their stations for all sail evolutions. From 10.45 to 11.45 the second watch instruction in sails and spars and the third watch in marlinpike's seamanship, sailmaking and compass. At end of watch by the wind on the port tack under all plain sail to topgallant sails fore, main and mizzen topmast stayrails with a single reef in the mainmast. Apprentices at the wheel. Distilling with banked fire in boiler B. Temperature of magazine 73° forward, 71° aft.

Roger Weller Jr.

Ensign U. S. N.

From Noon to 4 P. M.

Foggy and pleasant. Stiff breeze from West. Barometer falling. Led diller as follows: from 1.15 to 2.15, 1st watch, sails and spars, 3rd watch, marlinpike, sailmaking and compass; from 2.30 to 3.15, 1st and 3rd watches gunnery; from 3.30 to 4.00, 3rd watch helms, head and log; 1st watch, gymnastics. Several sail in sight at end of watch, one of them a drifter, standing to Northward. At end of watch under all plain sail to topgallant sails and all topmast stayrails except a single reef in mainmast, heading N. 1/2 E. At 12.30 changed course to N. N. E. Apprentices at wheel. Distilling with banked fire in boiler B.

N. A. Bolman

Ensign U. S. N.

From 4 to 8 P. M.

Clear, damp and cool. Breeze around horizon. Moderate to stiff breeze from West, backing to S. by N. Course N. 1/2 S. (p. 0) At 4.40 passed out of Gulf Stream and temperature fell 13°. At 4.30 exchanged numbers and colors with the *Steamer Tiqui* of Liverpool, England. At 4.40 made International signal "L. E. I." and *Argus* answered: at 4.45 made "B. O. B." and *Argus* answered "B. O. B. A." At 4.45 exchanged colors with the *Steamer Battie* of Portsmouth, Mass. At 7.00 took in topgallant sails, and main and mizzen topmast stayrails. At end of watch by the wind on port tack under topmasts, foremast, single reefed mainmast, jib, for topmast stayrail and spraker. Stopped distilling at 7.45, fire banked under boiler B. Apprentices at the wheel. Several sails in sight.

W. B. Aperton

Lieutenant U. S. N.

From 8 P. M. to Midnight.

Moderate to stiff breeze from S. W. Clear, cool and damp. Bright starlight. Clear banked on port tack, under plain sail as at end of preceding watch. Lat. vessel light about 10.00 having on starboard quarter. Fire banked under boiler B. Apprentices at the wheel.

Geo. R. Beach

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McClinton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston, S.C. to Yorktown, Va.

Third Rate,

| | | | | WIND. | | | BAROMETER TEMPERATURE. | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Clear Sky, in 10ths. | State of the Sea. |
| A. M. | 67 | 5 | | | | | | | | | | | | | | | |
| 1 | 4 | 0 | 81.4 | N. 1/2 E. | S. W. | 4-5 | 5 | 1/2 | 30.04 | 61 | 63 | 63 | 59 | b. w. l. | none | 10 | M. |
| 2 | 3 | 9 | 85.3 | " | " | 4-5 | 5 | 1/2 | 30.08 | 61 | 63 | 63 | 59 | b. c. w. l. | circ. cum. | 8 | " |
| 3 | 3 | 4 | 88.7 | N. W. | S. W. by N. | 4 | 5 | 1/2 | 30.08 | 61 | 63 | 63 | 59 | " | " | 7 | " |
| 4 | 2 | 8 | 91.5 | N. E. 1/2 N. | " | 4-3 | 4 | 1/2 | 30.08 | 61 | 62 | 62 | 59 | " | circ. cum. memb. | 8 | " |
| 5 | 2 | 2 | 93.7 | N. N. W. | N. by S. | 2 | 5 | 1/2 | 30.12 | 61 | 62 | 62 | 59 | " | " | 2 | L |
| 6 | 2 | 0 | 95.7 | N. by N. 1/2 N. | N. E. by S. | 1 | 5 | 1/2 | 30.14 | 61 | 62 | 62 | 59 | b. c. m. | " | 1 | " |
| 7 | — | — | Heated in | " | Calms | 0 | 3 | 0 | 30.15 | 62 | 62 | 62 | 60 | " | circ. cum. | 3 | " |
| 8 | 1 | 0 | 96.0 | N. E. | N. E. | 1 | 3 | 0 | 30.16 | 62 | 62 | 61 | 60 | " | " | 5 | " |
| 9 | 0 | 5 | 96.5 | N. 1/4 S. | N. E. S. | 2 | 3 | 0 | 30.16 | 64 | 62 | 61 | 60 | " | " | 5 | S |
| 10 | 1 | 5 | 96.9 | " | " | 2 | 3 | 0 | 30.18 | 64 | 63 | 62 | 60 | b. g. | none | 10 | " |
| 11 | 1 | 6 | Heated in | " | " | 2 | 3 | 0 | 30.18 | 64 | 64 | 62 | 60 | " | " | 10 | " |
| Noon. | 0 | 5 | " | " | " | 0-2 | 3 | 0 | 30.20 | 66 | 65 | 63 | 61 | " | " | 10 | " |

92. 1 Distance run by log.

Course and distance made good since preceding noon by observations, N. 14° E.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 37° 03' N. " |
| | Longitude by D. R. | 73° 02' W. " |
| | Latitude by observations of ☉ | 37° 04' N. " |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 72° 52' W. " |
| | Latitude by D. R. from Noon | 37° 04' N. " |
| | Longitude by observations of ☉ | 72° 46' W. " |
| Position at 8 P. M. | Latitude by observations (Lunar), 4.30 P. M. | 37° 03' N. " |
| | Longitude by " " " " | 73° 02' W. " |

Current during the time, 25 knots tenths per hour, setting to the N. 72° E.

Error of the Compass by Azimuth ☉ observed at 30 A. M., ship's head N. 1/4 N. W.

Deviation of the Compass by Azimuth ☉ observed at 7 A. M., ship's head "

Error of the Compass by Azimuth ☉ observed at 4.30 P. M., ship's head N. by S.

Deviation of the Compass by Azimuth ☉ observed at 4.30 P. M., ship's head "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

73 knots. tenths.

37° 03' N. "

73° 02' W. "

37° 04' N. "

72° 52' W. "

37° 04' N. "

72° 46' W. "

37° 03' N. "

73° 02' W. "

60° 11' W. "

2° 51' W. variation used, 7° 00' W.

6° 16' W. "

3° 16' W. variation used, 6° 40' W.

400 gallons.

422 "

2600 "

1 tons 80 lbs.

119 " 1990 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 4 | 5 | 97.0 | N. by S. | N. by E. | 3 | 3 | 0 | 30.25 | 64 | 63 | 61 | 59 | b. | none | 10 | L |
| 2 | 3 | 4 | 4.0 | " | " | 2-3 | 2 | 0 | 30.25 | 62 | 62 | 61 | 60 | " | " | 10 | " |
| 3 | 3 | 4 | 7.4 | " | " | 2-3 | 2 | 0 | 30.24 | 62 | 62 | 61 | 61 | " | " | 10 | S |
| 4 | 3 | 5 | 9.7 | " | " | 2-3 | 2 | 0 | 30.25 | 62 | 62 | 61 | 60 | " | " | 10 | " |
| 5 | 2 | 4 | 12.1 | " | " | 2-3 | 2 | 0 | 30.26 | 63 | 63 | 61 | 60 | " | " | 10 | " |
| 6 | 1 | 2 | 13.4 | N. W. | " | 2 | 0 | 0 | 30.26 | 62 | 62 | 60 | 60 | " | " | 10 | " |
| 7 | 1 | 0 | 14.2 | N. by S. | N. E. | 1 | 0 | 0 | 30.26 | 62 | 62 | 60 | 60 | " | " | 10 | " |
| 8 | 1 | 5 | 15.1 | " | " | 1 | 0 | 0 | 30.26 | 62 | 62 | 60 | 60 | " | " | 10 | " |
| 9 | 1 | 0 | 15.4 | N. 1/4 N. | East. | 1-2 | 0 | 0 | 30.24 | 60 | 62 | 60 | 59 | b. g. w. | " | 10 | " |
| 10 | 2 | 0 | 17.0 | " | N. E. | 1-2 | 0 | 0 | 30.24 | 60 | 61 | 60 | 59 | " | " | 10 | " |
| 11 | 2 | 0 | 17.5 | " | " | 1-2 | 0 | 0 | 30.24 | 59 | 61 | 59 | 59 | " | " | 10 | " |
| Mid. | 1 | 8 | 17.5 | " | S. by E. | 1-2 | 0 | 0 | 30.24 | 59 | 61 | 59 | 59 | " | " | 10 | " |

under the command of

Commander F. W. Dickins
Thursday May 3rd

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Rain and very damp. Gentle to fresh breeze from S.W. and S.W. by N. Constant flashes of lightning to S.W. and N.E. At close under jib for topmast stayrail, topails, cones and sparker, with a single reef in the mainail, by the wind in port tack. Apprentices at the wheel. Banked fire under boiler B.

Montgomery M. Taylor

From 4 to 8 A.M.

Cloudy and misty. Light air and breeze from N. by E. with calms, and light air from N.E. Barometer rising. At 6.00 Banked in port tack and at 7.30 put at sea again reading 95.7, the ship coming up to her cones West. At 7.30 at topgallant sails, royals, flying jib main and mizzen topmast stayrails. At end of watch under all sail except main topmast and a single reef in the mainail. Apprentices at the wheel. A steamer standing to the Westward passed about 5.00. Banked fire under boiler B. Banked out blow with steam line.

Ensign W. F. N.

From 8 A.M. to Noon.

Breezy and pleasant. Calm to light breeze from E. N.E., till 11.55 when moderate breeze sprang up from N. by E. Barometer rising. At 9.30 mustered crew at quarters and had the following drill. From 9.45 to 11.30, 1st watch, infantry, 3rd watch, artillery and pistols. From 10.45 to 11.30, 1st watch, artillery and pistols and 3rd watch, infantry. At 8.30 took in sparker and at 11.55. Ensigns division cleaned high. Apprentices at the wheel. At end of watch under all plain sail to royals and all topmast stayrails on course N. by E. At 8.30 changed course to N. 3/4 E. and at 12 M. changed course to N. by E. At 9.00 started distilling with backed fire under boiler B. Temperature of mercury 72° forward, 70° aft.

Roger Wells Jr.
Ensign W. F. N.

From Noon to 4 P.M.

Clear, cool and pleasant. Light to gentle breeze from N. by E. Ensign N. by E. Gooding sail from S.W. The apprentices were exercised as follows: 3rd period from 1.15 to 2.00, 1st watch had broadswords and 2nd watch had infantry. 4th period from 2.15 to 3.00, 1st watch had infantry and 2nd watch had pistols. 5th period all hands had arms all boats for deckhand crew. Watch on deck at the wheel. Tonal sail and no steam in sight during watch. At end of watch ship under all plain sail to royals and for main and mizzen topmast stayrails, except a single reef in mainail. Distilling with fire banked under boiler B. Put new patent log at 12.10, reading 97.0 miles.

N. D. Bolman
Ensign W. F. N.

From 4 to 8 P.M.

Light to gentle breeze from N. by E., falling to light air and veering to E. N.E. Clear and pleasant. Breezy around horizon last time. Smooth sea. At 4.30 changed course to a white barkentine ensign on steam and standing to S.W. and W. but received no answer. At 5.30 ran off a point to clear a vessel standing about E. S.E. The vessel, which proved to be the three masted schooner "Elm Rodrique" of Camden N.J., chalked her Longitude, 73° 26' N., on her quarter. We answered in same way with 37° 41' N., and 73° 15' N. Handed color and exchanged salutes. Stopped engine at 8.00 and allowed fire to die out under boiler B. Took in the main and mizzen topmast stayrails, at 5.30 and the royals and flying jib at 6.25. At end of watch under for topmast stayrail and plain sail to topgallant sails except the sparker and a single reef in the mainail. Apprentices at the wheel.

W. R. Caperton,
Lieutenant W. F. N.

From 8 P.M. to Midnight.

Clear and pleasant. Breezy around horizon, very damp. Light air to light breeze from S.E., S.E. and S. by E. At 8.15 changed course to N. 3/4 E. put log 16.4. At 9.50 sighted steamer to S.W. standing to S.E. At close under came sail as in

Examined and found to be correct pressure watch, on course N. 3/4 E. Apprentices at the wheel.

Montgomery M. Taylor

Ensign W. F. N.

J. B. McIlwain
Lieutenant W. F. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston, S.C. to Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Power of Clear Sky, in 10ths. | State of the Sea. | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------------------------|---------|-------------------|------------|---------------|-----------------------------------|------------------------------|-------------------------------|-------------------|---------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Tier at'd. | Air Dry Bulb. | | | | | Air Wet Bulb. | Water at Surface. |
| A. M. | 29 | 1 | | | | | | | | | | | | | | | |
| 1 | 1 | 4 | 17.9 | On. S.W. | S.E. | 1-2 | 0 | 0 | 30.26 | 59 | 60 | 59 | 59 | b.b.w. | none | 10 | S |
| 2 | 0 | 9 | 18.2 | " | " | 0-1 | 0 | 0 | 30.25 | 59 | 60 | 59 | 59 | " | " | 10 | " |
| 3 | 1 | 4 | 18.4 | " | " | 0-1 | 0 | 0 | 30.24 | 59 | 60 | 59 | 59 | b.w. | " | 10 | " |
| 4 | 1 | 5 | 18.4 | " | " | 0-1 | 0 | 0 | 30.25 | 59 | 60 | 59 | 58 | " | " | 10 | " |
| 5 | 2 | 0 | 18.4 | " | S.E. | 1 | 0 | 0 | 30.26 | 58 | 60 | 58 | 58 | b.c.m.w. | cir. | 9 | " |
| 6 | 3 | 0 | 20.7 | " | " | 2 | 3 | 0 | 30.27 | 59 | 60 | 58 | 58 | " | " | 9 | " |
| 7 | 3 | 2 | 23.9 | " | " | 2 | 3 | 0 | 30.27 | 59 | 61 | 60 | 58 | b.m. | none | 10 | " |
| 8 | 3 | 0 | 26.8 | " | S. by E. | 2 | 3 | 0 | 30.27 | 59 | 61 | 60 | 58 | " | " | 10 | " |
| 9 | 1 | 4 | 29.5 | On. S.W. | S. by W. | 2 | 3 | 1/4 | 30.25 | 59 | 61 | 60 | 58 | b.c.m.w. | circumst. | 9 | " |
| 10 | 3 | 8 | 33.8 | S. by S. | S. by S. | 2-3 | 3 | 1/2 | 30.25 | 58 | 61 | 60 | 58 | " | cir. | 8 | " |
| 11 | 4 | 0 | 38.1 | On. S.W. | S.W. by S. | 3 | 3 | 3/4 | 30.25 | 58 | 61 | 60 | 58 | " | " | 8 | " |
| Noon. | 6 | 2 | 44.2 | S.W. by S. | S.W. | 4 | 4 | 3/4 | 30.26 | 58 | 61 | 60 | 58 | " | " | 8 | " |

62.4 Distance run by log.

Course and distance made good since preceding noon by observations, S 75° E.

72 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon. | Latitude by D. R. | 37° 02' N. " |
| | Longitude by D. R. | 74° 07' W. " |
| | Latitude by observations of ☉ | 37° 29' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 74° 19' W. " |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 37° 25' N. " |
| | Longitude by <i>observations</i> ☉ | 73° 59' W. " |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 37° 41' N. " |
| | Longitude by <i>chronometer from Afternoon observations</i> S 75° E. | 74° 50' W. " |

Current during the time, 9 knots tenths per hour, setting to the S 85° E.

Error of the Compass by Azimuth ☉ observed at 730 A.M., ship's head

Deviation of the Compass by Azimuth ☉ observed at 730 A.M., ship's head S 75° E. 1/4 W.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, tons 1520 lbs.

Coal remaining on hand at Noon, 119 " 470 "

| | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|------|----------|-------------------|-----|-----|-----|-------|----|----|----|----|-----------|-----------|---|---|
| P. M. | 1 | 6 | 2 | 50.5 | On. S.W. | S.W. by S. | 5 | 5 | 1/4 | 30.25 | 59 | 61 | 60 | 58 | b.c.z | circumst. | 9 | S |
| | 2 | 6 | 0 | 56.5 | " | " | 5 | 5 | 1/4 | 30.25 | 60 | 62 | 61 | 58 | " | " | 9 | " |
| | 3 | 6 | 0 | 62.1 | " | " | 5-3 | 5 | 1/4 | 30.25 | 61 | 62 | 61 | 58 | " | " | 9 | " |
| | 4 | 2 | 7 | 64.8 | " | " | 3 | 5 | 1/4 | 30.23 | 61 | 62 | 61 | 58 | o.c. | numb. | 0 | " |
| | 5 | 2 | 3 | 67.1 | " | S.W. by S. 1/2 W. | 3-7 | 5-8 | 1/2 | 30.20 | 63 | 63 | 62 | 58 | o.c.g.h.b | circumst. | 0 | " |
| | 6 | 0 | 9 | 71.6 | " | S. by S. | 1-4 | 2 | 1/2 | 30.20 | 63 | 63 | 62 | 58 | o.c.d.s. | " | 0 | " |
| | 7 | 1 | 5 | 74.0 | " | S.W. by S. | 2 | 2 | 1/2 | 30.19 | 63 | 63 | 62 | 57 | b.c.w. | " | 1 | " |
| | 8 | 1 | 5 | 75.1 | " | S. 1/2 E. | 2 | 2 | 1/2 | 30.19 | 62 | 62 | 61 | 57 | b.c.w. | " | 2 | " |
| | 9 | 1 | 0 | 75.4 | " | S. 1/2 W. | 2 | 2 | 1/2 | 30.15 | 60 | 60 | 59 | 57 | " | " | 4 | " |
| | 10 | 1 | 0 | 75.8 | " | S. by W. | 0-1 | 0 | 1/2 | 30.15 | 60 | 60 | 59 | 57 | " | " | 5 | " |
| | 11 | 0 | 5 | 75.9 | " | S. 1/2 E. | 0-1 | 0 | 1/2 | 30.15 | 60 | 60 | 59 | 57 | " | " | 7 | " |
| Mid. | | | | | " | S. 1/2 E. | 0-1 | 0 | 0 | 30.16 | 60 | 60 | 59 | 57 | " | " | 7 | " |

under the command of

Commander F. W. Dickens
Friday May 4

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Misty with very heavy dew, bright starlight overhead. Light air and breeze from S. E. Under plain sail to topgallant sails, except sprinker and a single reef in the mainmast on cross A. S. N. Appenture at wheel.

From 4 to 8 A.M.

Misty, heavy dew. Light air to light breeze from S. E. to S. by E. At 5:00 clock set royals and main and mizzen topmast staysails. At 7:00 clock all flying jib and sprinker. At end of watch under all plain sail to royals (except single reef in mainmast) and all topmast staysails on cross A. by S. Appenture at wheel.

Roger Welles Jr.
Ensign U. S. N.

From 8 A.M. to Noon.

Clear and drizzle with light haze around horizon. Wind light from S. by E. increasing to moderate breeze and rising to S. E. Breeze U. S. N. (p. 10). Sea smooth. At 9:30 under to General Quarters and the divisions were reported ready in the following times: - Engineer's division in 1 minute 30 seconds; Navigator's division in 2 minutes 20 seconds; Forward Powder division in 2 minutes 30 seconds; After Powder division in 2 minutes 40 seconds; 2^d division in 3 minutes 40 seconds; 1st division in 3 minutes 30 seconds; and 3^d division in 5 minutes 30 seconds. At 10:45 under to Port Division: Powder division ready in 1 minute 25 seconds; Engineer's division in 1 minute 40 seconds; Navigator's division in 1 minute 55 seconds; 2^d division in 2 minutes; 3^d division in 4 minutes 30 seconds; 1st division in 4 minutes 40 seconds. At 11:30 exchanged colors with the Thomas May & Hall, bound to the N. and E. At end of watch ship by the wind on port tack under all plain sail to royals and fore, main and mizzen topmast staysails except a single reef in mainmast. Appenture at the wheel. Lighted streamer standing to the Southwest. Temperature of mercury 72° forecast, 70° aft.

N. D. Corkman
156. Ensign U. S. N.

From Noon to 4 P.M.

Stiff breeze from S. by E. until 2:30 when it suddenly fell light, veered to West and then gradually backed again to S. by E. Clear and drizzle, with haze around horizon until last hour, then overcast. Smooth sea. During 3rd period, 1:15 to 2:00, the Foremast sustained all apparatus in method of keeping accurate. 4th period, 2:15 to 3:00, the Foremast sustained all apparatus in work of aid to the wounded. 5th period, 3:15 to 4:00, 20 vessels all hands at reefing topsails. Took three single reefs, a difficult job by passing the reef saving each time. Then struck out the reef and made all plain sail to royals. At 12:35 hauled down the flying jib. At end of watch, under fore, main, and mizzen topmast staysails and all plain sail to royals except a single reef in the mainmast. Lighted several sailing vessels and one steamer. At 1:00 and at 4:00 got underway with the Thomas Landing Machine, using both glass tacks and the spring anchor. The first cast gave 45 fathoms, gray sand; the second, 30 fathoms gray sand. Next, 20 fathoms and bottom shell. The last cast of buoy answered in Bay Bight. 98 lbs. flour, Contractor, Manhattan Supply Co. April 1873. The flour was shown on board in the accommodation of Board. By order of Commanding Officer, Charles Wheeler, Lieutenant, was entered to the 2^d class, to date from May 1st, 1874, and was given an acting apprenticeship to date from same time. Appenture at the wheel.

W. K. Caperton.
156. Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast. Light air to fresh breeze from S. by E. to S. by S. and S. by E. At 4:40 took in royals, topgallant sails, flying jib and sprinker. At 5:00 struck by N. equally from S. E. and took in mainmast, wind backed to East and blew very fresh. At 5:15 under was reported to S. E. and at 5:15 under ship, setting mainmast and sprinker while going round. As soon as we started tack, struck eight topsails and furling mainmast and sprinker. A number of vessels in sight during watch. At close on starboard tack under jib, fore topmast staysail, double reef topsails and forest. By clearing forward and wind hauling to N. E. At 5:15 took cast, getting 17 fathoms, gray sand; at 8:00 close jib 20 fathoms, gray sand. Appenture at the wheel. Boat both bows chairs.

G. R. Seal
156. Lieutenant U. S. N.

From 8 P.M. to Midnight

Cloudy with heavy dew. Light breeze from N. by N. E., varying to light air from S. E. N. and calm. Under jib, fore topmast staysail, double reef topsails and forest, by the wind on starboard tack. At 10:00 compass in 25 fathoms and at 12:00 in 22 fathoms, bottom light gray sand, brown specks and bottom shell. Appenture at wheel. At 12:00 hauled in port log reading 75 9.

W. S. Thompson
Ensign U. S. N.

Roger Welles Jr.
Ensign U. S. N.

J. B. Milton
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship *Essex*
Making passage from Charleston, S. C. to Yorktown, Va.

Third Rate,

| | | | | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | | | | | |
|----------|--------|---------|------------------------|--------------------------------------|--------------------------------|-------------------------|-------|---------|-------------------|----|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|--------------------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heal. | Lowest. | Height in inches. | | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Gale, by symbols. | Direction of Gale, by symbols. |
| | | | | | | | | | | | | | | | | | | |
| A. M. 53 | 7 | | | | | | | | | | | | | | | | | |
| 1 | 0 | 5 | Handled in | N. W. | E. S. E. | 0-1 | 3 | 0 | 30.15 | 59 | 60 | 59 | 57 | b. c. m. | cum. | | | 8 |
| 2 | — | — | — | No steering | Calms. | 0 | 3 | 0 | 30.15 | 59 | 59 | 59 | 57 | " | " | 5 | | |
| 3 | — | — | — | " | " | 0 | 3 | 0 | 30.15 | 59 | 59 | 58 | 57 | " | " | 5 | | |
| 4 | — | — | — | " | " | 0 | 3 | 0 | 30.15 | 59 | 59 | 58 | 57 | " | " | 7 | | |
| 5 | — | — | — | " | " | 0 | 2 | 0 | 30.15 | 59 | 60 | 58 | 57 | " | cir. cum. | 3 | | |
| 6 | 1 | 0 | — | N. W. | S. W. | 0-1 | 2 | 0 | 30.15 | 59 | 60 | 59 | 57 | " | " | 1 | | |
| 7 | 0 | 6 | — | S. E. | " | 0-1 | 2 | 0 | 30.16 | 60 | 60 | 59 | 57 | b. m. | " | 1 | | |
| 8 | 2 | 0 | — | S. E. 3/4 S. | " | 1-2 | 3 | 1/2 | 30.16 | 60 | 60 | 59 | 57 | " | " | 0 | | |
| 9 | 1 | 4 | — | S. E. by S. | " | 0-1 | 2 | 1/2 | 30.19 | 62 | 61 | 60 | 58 | b. c. | cir. | 6 | | |
| 10 | 0 | 4 | — | S. W. by W. | Variable | 0-1 | 0 | 0 | 30.21 | 63 | 62 | 61 | 58 | " | " | 6 | | |
| 11 | 0 | 0 | — | No steering | Calms | 0 | 0 | 0 | 30.22 | 63 | 62 | 61 | 58 | " | " | 7 | | |
| Noon. | 0 | 1 | — | S. W. by W. | East. | 1 | 0 | 0 | 30.23 | 64 | 63 | 62 | 60 | " | " | 6 | | |

39.7 Distance run by Log.

Course and distance made good since preceding noon by observations, *N 89° W.*

| | | | | |
|---------------------|--|----|--------|----------|
| Position at Noon: | Latitude by D. R. | 28 | knots. | tenths. |
| | Longitude by D. R. | 37 | 0 | 35. N. " |
| | Latitude by observations of ☉ | 74 | 0 | 48. N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 37 | 0 | 30. N. " |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 74 | 0 | 49. N. " |
| | Longitude by <i>Observation ☉</i> | 37 | 0 | 33. N. " |
| Position at 8 P. M. | Latitude by <i>Observation (Lunars) 4-30 P. M.</i> | 74 | 0 | 49. N. " |
| | Longitude by " " " " | 37 | 0 | 24. N. " |
| | | 75 | 0 | 21. N. " |

Current during the time, *5* knots *per hour*, setting to the *South*.

| | | | | |
|---|--------------------------------|----------|----------|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |
| Water expended during the preceding 24 hours, | | 450 | gallons. | |
| Water | during the preceding 24 hours, | | " | |
| Water remaining on hand fit for use at Noon, | | 2150 | " | |
| Coal consumed during the preceding 24 hours, | | tons 400 | lbs. | |
| Coal remaining on hand at Noon, | | 119 | " 70 | |

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|---------|--------------|----------|-----|---|-----|-------|----|----|----|----|-------------|------------|---|--|---|
| P. M. | 1 | 0 | | S. E. by W. | E. S. E. | 2 | 0 | 0 | 30.18 | 65 | 64 | 63 | 60 | b. c. m. | cir. cum. | 5 | | 8 |
| 1 | 1 | 0 | Handled | N. W. | S. S. E. | 2 | 0 | 0 | 30.18 | 65 | 64 | 63 | 60 | " | " | 5 | | |
| 2 | 2 | 0 | — | " | S. by E. | 2 | 0 | 0 | 30.16 | 62 | 63 | 62 | 60 | " | " | 5 | | |
| 3 | 2 | 0 | 74.9 | " | South | 2-3 | 0 | 0 | 30.12 | 61 | 62 | 61 | 60 | " | " | 5 | | |
| 4 | 1 | 8 | 77.7 | N. by S. | " | 3-4 | 7 | 1/2 | 30.12 | 63 | 63 | 62 | 61 | " | st. d. | 6 | | |
| 5 | 5 | 5 | 83.2 | N. 1/2 S. | " | 5 | 7 | 1/2 | 30.12 | 63 | 63 | 62 | 61 | " | " | 7 | | |
| 6 | 6 | 7 | 90.1 | East | S. by W. | 5 | 7 | 1/2 | 30.10 | 63 | 63 | 62 | 60 | " | " | 5 | | |
| 7 | 6 | 7 | 96.8 | " | " | 5 | 7 | 1/2 | 30.10 | 63 | 63 | 62 | 60 | " | " | 5 | | |
| 8 | 1 | 2 | 100.4 | S. E. by E. | S. S. W. | 4 | 3 | 1/2 | 30.10 | 63 | 63 | 61 | 60 | " | " | 5 | | |
| 9 | 1 | 5 | 1.9 | " | " | 4 | 3 | 2 | 30.08 | 62 | 62 | 61 | 60 | b. c. m. by | cum. m. d. | 2 | | |
| 10 | 1 | 9 | 3.8 | S. E. 1/4 E. | S. W. | 5-6 | 4 | 2 | 30.07 | 62 | 62 | 61 | 60 | o. c. m. by | " | 0 | | 8 |
| 11 | 2 | 2 | 6.1 | S. E. by E. | " | 5-6 | 4 | 2 | 30.05 | 62 | 62 | 61 | 60 | o. c. m. by | " | 0 | | |
| Mid. | 2 | 3 | 8.4 | S. E. 1/2 E. | " | 5-6 | 4 | 2 | 30.04 | 62 | 62 | 61 | 60 | " | " | 0 | | |

39.5

under the command of

Commander F. H. Dickens
Saturday May 5

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy and misty. Starlight overhead. Calm to light air from S. E. Barometer steady. Took the following soundings: at 2 o'clock 26 fathoms, gray sand, black specks and broken shell, at 4 o'clock 17 1/2 fathoms, gray sand, black specks and broken shells. At end of watch under jib, fore topmast staysail, foreail and double reefed topsails, heading S. by E. having lost steering gear. Lower F. H. Appointments at wheel. Lost no spring depth under no sounding.

N. D. Coleman
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy, damp and hazy around horizon. Calm and light air from S. E. Lower F. H. (p. 2). No steering gear. At 6 A. M. wore ship and shook reefs out of topsails and set topgallant sails. Several sail in sight. Lost east of lead in 18 1/2 fathoms water at 6 o'clock, bottom gray sand with black specks and at 8 o'clock in 26 1/2 fathoms bottom brown sand, with broken shell. At end of watch ship by the wind on starboard tack under all plain sail to topgallant sails and fore topmast staysail except no reef in mainmast and the spraker. Appointments at the wheel. Sea smooth.

J. B. Caperton
4th Lieut. U. S. N.

From 8 A. M. to Noon.

Light variable air and calm. Fair and pleasant. Smooth sea. At 8:00 changed course to S. E. by E. Ship's flying jib, main and mizzen topmast staysails, mainmast and spraker at 8:55. Wore ship between 11:00 and 11:15 and took in main and mizzen topmast staysails, mainmast and spraker. At end of watch on course S. E. by E. under fore topmast staysail and plain sail to mizzen except mainmast and spraker. Lighted several vessels and exchanged salutes with the British, French, German, Russian, American, and Dutch steamers bound South and saw American steamers bound South. At 12:00 got a cast of the lead with Thompson's sounding machine in 33 fathoms, gray sand, black specks and broken shell. Appointments at the wheel. Expected appointments. Temperature of mercury 73° forward, 71° aft.

A. R. C. C. C.
2d Lieut. U. S. N.

From Noon to 4 P. M.

Fair, cloudy and hazy. Light to gentle breeze from S. E. shifting steadily to South. At 12:30 changed course to N. E. At 1:15 set main and mizzen topmast staysails and main topsail and at 3:30 set spraker. A number of sailing vessels in sight during watch. At close by the wind on port tack under all sail. Appointments at the wheel. At 3:30 lost one patent log reading 75.9.

Montgomery H. Taylor

From 4 to 8 P. M.

Cloudy and misty. Moderate to stiff breeze varying from South to S. E. Ship under all sail except flying jib hauled down at 5:40, by the wind on port tack until 7:15, when called all hands, wore ship, took in topgallant sails and mizzen, main and mizzen topmast staysails and main topsail; took two single reefs in the topsails and brought the ship by the wind on the starboard tack. Finished at 4:00 in 20 fathoms, bottom light gray sand, black specks; at 6:30 in 13 1/2 fathoms, bottom coarse gravel, and at 7:00 in 13 fathoms, light gray sand. Appointments at the wheel. A number of sailing vessels and steamers in sight during watch.

Roger Dickles Jr.
Ensign U. S. N.

From 8 P. M. to Midnight.

Overcast and squally, brightening around the horizon. Moderate fresh breeze from S. E. to S. Barometer falling. At 10:15 took in mainmast and spraker. At end of watch under jib, fore topmast staysail, foreail and double reefed topsails heading S. E. by E. with heavy land saw. Appointments at the wheel. Moderate sea from S. E.

N. D. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Charleston, S.C. to Yorktown, Va.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-----------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|---|---------------------------------------|
| | | | | | Direction by Standard Compass. | Force. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. | 1 | 2 | 6 | 11.0 | S E 1/2 E. | S W. | 30.03 | 62 | 62 | 61 | 60 | o.c.g. p. | mist. | 0 |
| | 2 | 1 | 2 | 12.2 | S E by E. | S W. | 30.04 | 62 | 62 | 61 | 60 | o.c.g. | clear mist. | 0 |
| | 3 | 1 | 0 | 12.9 | S E by E 1/4 E. | " | 30.02 | 62 | 62 | 61 | 60 | o.c.g. p. | " | 0 |
| | 4 | 1 | 0 | 13.5 | E S E. | " | 30.02 | 62 | 62 | 61 | 60 | b.c.g. | " | 2 |
| | 5 | 1 | 6 | 15.2 | S E by E 1/4 E. | " | 30.02 | 61 | 61 | 60 | 59 | b.c.m.w. | mist. | 2 |
| | 6 | 1 | 3 | 16.5 | S E 1/2 S. | S W by W. | 30.05 | 61 | 60 | 60 | 58 | b.m. | " | 2 |
| | 7 | 3 | 0 | 19.1 | S E 1/4 S. | S W. | 30.08 | 60 | 60 | 59 | 58 | " | " | 1 |
| | 8 | 3 | 7 | 22.8 | S E 1/2 E. | S W. | 30.05 | 59 | 59 | 57 | 56 | " | " | 1 |
| | 9 | 4 | 0 | 28.8 | W. N. W. 1/2 W. | S W by S. | 30.05 | 60 | 60 | 59 | 56 | " | " | 1 |
| | 10 | 6 | 0 | 34.8 | " | " | 30.05 | 62 | 61 | 60 | 59 | " | " | 1 |
| | 11 | 4 | 7 | 39.5 | W. 1/4 S. | S by W. | 30.05 | 62 | 62 | 61 | 59 | b.c.m. p. | " | 2 |
| Noon. | 4 | 5 | 4 | 4.0 | " | " | 30.05 | 62 | 63 | 62 | 59 | b.c.m. | " | 2 |

74.1 Distances run by Log

Course and distance made good since preceding noon by observations, S 50° W.

Position at Noon: Latitude by D. R. 37° 19' N. "
 Longitude by D. R. 75° 18' W. "
 Latitude by observations of ☉ 37° 17' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 75° 07' W. "

Position at 8 A. M. Latitude by D. R. from Noon 37° 19' N. "
 Longitude by observation 75° 44' W. "

Position at 8 P. M. Latitude by D. R. from 4 P. M. } 4 P. M. position fixed by
 Longitude by " " " } drawing of Log and Sight Bow 75° 14' W. "

Current during the time, 8 knots per hour, setting to the East.

Error of the Compass by Azimuth ☉ observed at ship's head 0

Deviation of the Compass by Azimuth ☉ observed at ship's head 0

Error of the Compass by Azimuth ☉ observed at ship's head 0

Deviation of the Compass by Azimuth ☉ observed at ship's head 0

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1750 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 118 " 1910 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|----|---|---|------|--------------------|----------|---|---|-----|-------|-------|----|----|----|--------|-------------|--------|----|
| | 1 | 5 | 5 | 49.5 | W. 1/4 S. | Trab. | 4 | 6 | 1/2 | 30.05 | 63 | 64 | 63 | 60 | b.c.m. | clear mist. | 4 | |
| | 2 | 4 | 7 | 54.2 | W. 1/2 S. | S. by W. | 4 | 7 | 1/2 | 30.04 | 64 | 65 | 63 | 60 | o.c.m. | clear mist. | 0 | |
| | 3 | 6 | 0 | 60.2 | W. 1/4 S. | S. by W. | 4 | 7 | 1/2 | 30.02 | 65 | 65 | 63 | 61 | " | " | 0 | |
| | 4 | 5 | 3 | 65.5 | W. 1/2 S. | " | 4 | 7 | 1/2 | 30.00 | 65 | 65 | 63 | 61 | " | " | 0 | |
| | 5 | 3 | 5 | 69.0 | S. E. by E. 1/2 E. | S. by W. | 4 | 7 | 1/2 | 29.95 | 65 | 65 | 63 | 61 | b.c.m. | clear mist. | 7 | |
| | 6 | 4 | 7 | 73.7 | E. S. E. | S. by W. | 4 | 7 | 1/2 | 29.87 | 65 | 65 | 63 | 61 | " | " | 7 | |
| | 7 | 4 | 0 | 77.7 | " | " | 4 | 5 | 7 | 1/2 | 29.85 | 64 | 64 | 62 | 61 | " | 8 | |
| | 8 | 4 | 1 | 81.8 | " | " | 4 | 6 | 7 | 1 | 29.89 | 63 | 63 | 62 | 61 | b.m. | clear. | 10 |
| | 9 | 3 | 5 | 86.1 | " | " | 5 | 6 | 7 | 1/2 | 29.89 | 62 | 62 | 61 | 59 | b.c.m. | clear. | 9 |
| | 10 | 3 | 3 | 89.3 | " | " | 5 | 6 | 7 | 1/2 | 29.89 | 62 | 62 | 61 | 59 | " | " | 9 |
| | 11 | 1 | 8 | 92.1 | S. E. by E. 1/4 E. | " | 5 | 6 | 7 | 1/2 | 29.89 | 62 | 62 | 61 | 59 | " | " | 9 |
| Mid. | 0 | 9 | 9 | 94.9 | S. E. 1/2 S. | " | 5 | 6 | 7 | 1/2 | 29.89 | 62 | 62 | 61 | 59 | " | " | 9 |

under the command of

Commander F. W. Dickins
Sunday May 6

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Cloudy thick and unsettled weather. Heavy rain squall with lightning fresh breeze. Moderate sea from Sd and Wd. Stiff to fresh breeze in squalls from S. W. moderating to gentle breeze in light squalls and backing to S. S. W. Course S. W. by W. (p. c.) Ship by the wind on starboard tack under jib for topmast stay sail, double reefed topsails and foresail. Appertices at the wheel.

W. B. Caperton.
Lieutenant U. S. N.

From 4 to 8 A. M.

Moderate to gentle breeze from S. W. by W. to S. S. W. Cloudy, damp and threatening. Moderate swell from Sd and Wd. Between 6.00 and 6.25 made plain sail to topgallant sails, swept a couple reef in the mainmast. At 7.30 set reefs, flying jib and main and swept topmast stay sails. Lighted the steamers and the three-masted Schooner J. P. & Co. all bound to Sd and Ed. At 8.00 took a sounding in 87 1/2 fathoms, down gray sand. Appertices at the wheel.

G. R. Beach
Lieutenant U. S. N.

From 8 A. M. to Merid

Cloudy and damp. Light spits of rain. Clearing towards close. Breeze to moderate breeze from S. W. by S. and S. by W. Lighted two steamers during watch standing to Sd and Wd. At 9.30 mustered at quarters and afterwards published orders read Articles for the Government of the Navy and had general muster the following persons being absent - E. Andrews, J. L. Brown, E. L. Clark, L. Kittle, G. J. Williams, L. Cooper, H. E. Moore and F. R. King (Capt. & 3rd Mate) At 8.10 wore ship and took in reefs and spanker. At 10.40 set spanker. At close under for topmast stay sail and plain sail to topgallant sails with a couple reef in the mainmast. Appertices at the wheel. At 11.30 took soundings, 21 fathoms, gray sand and shells. Appertices at the wheel. Temperature of magazine 73° forward, 71° aft.

Montgomery W. Sawyer

From Merid. to 4 P. M.

Overcast and misty. Moderate breeze from South to S. S. W. Barometer falling. Under all plain sail to topgallant sails, by the wind on the port tack. At 1.15 set and at 3.55 hauled down main and swept topmast stay sails. At 3.55 attempted to tack ship, failed, then wore ship and brought her by the wind on the starboard tack and heading S. E. At 3.00 sighted land two points on the bow, making it out as Hog Island. At 4.00 Hog Island sighted bore. At 4.14 (p. c.) At 1.00 sounded in 14 1/2 fathoms bottom gray sand, black specks, at 3.30 in 11 fathoms, bottom shells and at 4.00 in 10 fathoms, fine gray sand. Appertices at the wheel. A number of salmon in eight during watch.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 P. M.

Cloudy and misty. Moderate to fresh breeze from S. S. W. Barometer variable. At 6.00 took in topgallant sails and double reefed topsails. At end of watch under jib, for topmast stay sail, foresail, single reefed mainmast spanker and double reefed topsails, heading S. E. with helm down. Appertices at wheel. Moderate sea from S. S. W.

N. A. Coleman
Ensign U. S. N.

From 8 P. M. to Mid

Clear, damp, cool and pleasant. Lightning to the N. W. Stiff to fresh breeze from S. S. W. Course S. S. W. (p. c.) At 8.30 took in mainmast and spanker. Log will from Sd and Wd. At 11.30 wore ship. At end of watch under double reefed topsails, foresail, jib and for topmast stay sail on port tack. Jib coming ab 1.55 in 24 fathoms water, bottom gray sand with black specks. Appertices at the wheel.

W. B. Caperton.
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Moulton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Charleston, S.C. to Yorktown, Va.

Third Rate,

| Hour. | Mins. | Seconds. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Height of Clear Sky, in fms. | State of the Sea. |
|-------|-------|----------|------------------------|--------------------------------------|--------------------------------|--------|-------------------------|-------------------|-------------|----------------|----------------|-------------------|----|-----------------------------------|-----------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Levee. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| A. M. | 5 | 3 | | | | | | | | | | | | | | | |
| 1 | 4 | 0 | 99.9 | Ch. 14 S. | SE by N. | 6 | 7 | 1 1/2 | 29.92 | 61 | 61 | 60 | 59 | b.c. w. | cum. | 6 | Cxk. |
| 2 | 3 | 6 | 3.5 | " | " | 6 | 7 | 1 1/2 | 29.94 | 62 | 61 | 60 | 59 | " | " | 8 | " |
| 3 | 3 | 1 | 6.6 | " | " | 6 | 7 | 1 1/2 | 29.94 | 63 | 61 | 60 | 59 | " | " | 7 | " |
| 4 | 3 | 3 | 9.9 | " | " | 6 | 6 | 1 1/2 | 29.95 | 63 | 61 | 60 | 59 | b.c. w. | " | 7 | " |
| 5 | 3 | 5 | 13.6 | Ch. by N. | SE by E | 6 | 5 | 1 1/2 | 29.95 | 62 | 62 | 61 | 59 | " | cum. str. | 6 | W. b. |
| 6 | 4 | 0 | 17.6 | " | " | 6 | 5 | 1 1/2 | 29.96 | 62 | 62 | 61 | 59 | " | " | 6 | " |
| 7 | 4 | 5 | 22.1 | Ch. 1/2 E | SE by E | 6 | 7 | 1 1/2 | 29.96 | 63 | 63 | 62 | 59 | b.c. m. | cir. cum. | 7 | " |
| 8 | 3 | 3 | 25.4 | Ch. 1/2 E | " | 6 | 6 | 1 1/2 | 30.01 | 61 | 62 | 61 | 57 | " | " | 7 | " |
| 9 | 1 | 0 | 28.0 | SE | SE by E | 4 | 6 | 2 | 30.06 | 62 | 62 | 61 | 57 | " | " | 8 | " |
| 10 | 0 | 7 | 28.7 | " | " | 4 | 3 | 3 | 30.08 | 64 | 62 | 60 | 58 | b.m. | none | 10 | W. |
| 11 | 0 | 5 | 28.8 | SE | Ch. SE | 3 | 3 | 3 | 30.09 | 64 | 62 | 60 | 58 | " | " | 10 | " |
| Noon. | 0 | 5 | 28.8 | SE | SE | 3 | 3 | 4 | 30.02 | 65 | 63 | 61 | 58 | b.c. m. | cir. cum. | 9 | " |

84. 5 Distance run by Patent Log

Course and distance made good since preceding noon by observations, N 36° E.

16 knots. tenths.

Position at Noon: Latitude by D. R. 37° 23' N. "
 Longitude by D. R. 75° 37' W. "
 Latitude by observations of ☉ 37° 30' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 75° 24' W. "

Position at 8 A. M. Latitude by D. R. from Noon 37° 31' N. "
 Longitude by observation ☉ 75° 22' W. "

Position at 8 P. M. Latitude by Bearing of Key Island Light and Cape Charles Light 37° 23' N. "
 Longitude by Cape Charles Light 75° 27' W. "

Current during the time, 15 knots tenths per hour, setting to the N 66° E.

Error of the Compass by Azimuth ☉ observed at ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1400 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 118 " 1510 "

| P. M. | Mins. | Seconds. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Force. | Levee. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbol. | Form of Clouds, by symbol. | Height of Clear Sky, in fms. | State of the Sea. |
|-------|-------|----------|------------------------|--------------------------------------|---------|--------|--------|-------------------|-------------|----------------|----------------|-------------------|----------------------------------|----------------------------|------------------------------|-------------------|
| 1 | 2 | 5 | 30.3 | SE | SE by E | 3 | 5 | 3/4 30.02 | 66 | 66 | 65 | 59 | b.c. m. | str. | 9 | W. |
| 2 | 3 | 7 | 34.0 | SE 1/2 E | " | 3 | 5 | 1/2 30.02 | 66 | 67 | 64 | 61 | " | " | 9 | " |
| 3 | 2 | 0 | 35.0 | SE by E | SE | 3 | 5 | 1/2 30.02 | 66 | 67 | 64 | 61 | " | " | 8 | " |
| 4 | 2 | 7 | 36.0 | SE 1/2 E | SE | 2 | 3 | 1/2 30.02 | 66 | 67 | 64 | 61 | " | " | 8 | " |
| 5 | 4 | 5 | 42.2 | Ch. 1/2 N. | SE by E | 3 | 5 | 3/4 30.02 | 66 | 67 | 65 | 62 | " | " | 8 | " |
| 6 | 4 | 6 | 47.8 | Ch. 1/4 S. | " | 3 | 5 | 3/4 30.02 | 66 | 67 | 65 | 62 | " | " | 6 | " |
| 7 | 2 | 7 | 50.5 | Ch. SE 1/2 E | SE by E | 2 | 3 | 3/4 30.03 | 66 | 66 | 64 | 62 | " | " | 8 | " |
| 8 | 1 | 3 | 51.7 | " | " | 2 | 0 | 1/2 30.04 | 65 | 65 | 63 | 61 | " | " | 9 | " |
| 9 | 0 | 4 | 52.7 | SE by E | " | 2 | 3 | 0 30.03 | 65 | 65 | 63 | 61 | " | " | 9 | " |
| 10 | 5 | 3 | 57.4 | " | " | 2 | 3 | 0 30.03 | 62 | 62 | 61 | 60 | b.c. m. | cum. str. | 9 | " |
| 11 | 6 | 4 | 63.8 | " | " | 2 | 3 | 0 30.02 | 62 | 62 | 61 | 60 | " | " | 6 | " |
| Mid. | 5 | 8 | 69.6 | SE | " | 2 | 3 | 0 30.01 | 62 | 62 | 61 | 60 | " | " | 7 | " |

under the command of

Commander F. W. Dickins
Monday, May 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Crack breeze from S. by W. Fair and damp. Bright starlight. Lightning to N.W. and N.E. Choppy sea. Blow hauled on port tack, under jib, for tomorrow's stay sail, foresail and double reefed topsails. Lighted a steamer standing to the S.E. and N.W. at 3.30. Apprentices at the wheel.

From 4 to 8 A.M.

Fair and damp. Breezy, around horizon. Crack breeze from S. by W. and S. by S. At 4.30 set mainmast, at 6.50 hauled down jib. Lighted a sail to N.W. standing to N.E. At 4.30 took soundings getting 18 fathoms, fine grey sand; at 6.00 got 17 1/2 fathoms, fine grey sand and at 7.30 got 14 1/2 fathoms, fine grey sand. At close by the wind on port tack under fore topsail stay sail, double reefed topsails and courses, with a single reef in the mainmast. Apprentices at the wheel.

Montgomery W. Taylor

Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and pleasant. Moderate to gentle breeze from N. by E. to E. At 9.30 mustered at quarters. From 9.45 to 10.45 drilled at reefing topsails, taking eight reefs, earnings being passed by apprentices. From 10.45 to 11.45 the Irish Hotel had instruction in sails and spars and the Bend Hotel in marlinspike seamanship, sailmaking and compass. At 8.30 won ship and brought her by the wind on the starboard tack. At 10.00 set sprakes. Several steamers passed during watch. Apprentices at wheel. Finished at 12.00 in 14 1/2 fathoms water. At 9.15 the U. S. S. Thetis was sighted standing up the coast, exchanged numbers with her and made signal Easy Bobs No. 2543 which was assumed by Thetis with No. 2543. Temperature of mercury 70° forward, 68° aft.

Roger Wells Jr.

Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle to light breeze from S. by E. to E. Barometer steady. At 12.00 made all plain sail to anchor. At 12.15 American Steamer, Alleghany passed under stern of this ship, by heeling her, requested her to report us in Norfolk. At 2.35 won ship from heading S. by E. and came to on port tack heading N. by E., patently reading 16. At 12.35 changed course to S. by E. Several sails in sight during watch. Apprentices at the wheel. At end of watch under all plain sail to anchor heading N. by E. Course S. by E. From 11.5 to 2.15 the 2nd watch were instructed in sails and spars and the 3rd watch in, marlinspike seamanship, sailmaking and compass. From 2.30 to 3.30, 2nd and 3rd watches, had aiming drill: from 3.30 to 4.00 2nd watch, below deck and top; 3rd watch gymnastics.

W. A. Hoffman

Lieutenant U. S. N.

From 4 to 8 P.M.

Clear, cool and damp. Bright starlight and moonlight. Gentle to light breeze from S. by E. heeling to S. by E. At 4.15 hoisted smoke stack, short rips out of, and fueled, mainmast and started fires under boilers A, B and C. At 6.00 took in light sails and fueled them. At 6.30 took in and fueled the foresail and hauled down and stowed for tomorrow's stay sail. At 7.30 took in with main topsail aback and coupled the propeller. At 7.45 sighted Hog Island Light bearing (mag) N. 1/2 W. and got east of head in 12 fathoms water. Raised main topsail around at 7.45 and took in and fueled for topsail. At 7.50 sighted Cape Charles Light bearing (mag) S. by E. 1/2 W. At end of watch ship by the wind on port tack under jib, main topsail and sprakes. Apprentices at the wheel.

W. B. Caperton

Lieutenant U. S. N.

From 8 P.M. to Mid.

Light to gentle breeze from S. by E. Fair cool and damp. Bright starlight. Smooth sea. At 8.00 went ahead with the engine, setting course S. by E. per Standard. Got new patent log at same time reading 51.7. Took in main topsail at 8.55 and jib and sprakes at 9.20. At 9.45 Hog Island Light was ahead (S. by E.) and Cape Charles Light bore (S. by E.) 1/2 W.; ship's head S. by E.; patent log 64.2. At 10.35 Hog Island Light bore (S. by E.) 1/2 W. and Hog Island Light at 11.00 bearing N. 1/2 W. At 11.00 sighted Cape Charles Lightship, bearing right ahead; S. by E. At same time changed course by order of commanding officer, to S. by E. per Standard, patent log 61.8. Lighted several steamers and one schooner during watch. At end of watch under steam alone, on course S. by E. At 12.00 Cape Charles Light bore (S. by E.) 1/2 W. and the Light Ship, S. by E. 1/2 W. Ship's head, S. by E. Average steam 53 lbs., revolutions 39.

Geo. R. Beach

Lieutenant U. S. N.

Examined and found to be correct

Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Charleston, S.C. to, and at anchor in the York River off Yorktown Va.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Fog, of Clear Sky, in fols. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-----------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | 4 1/2 | | | | | | | | | | | | | | | | | |
| 1 | 3 | 1 | 70.8 | S. 3/4 E. | S. 3/4 E. | | 3 | 0 | 0 | 30.01 | 62 | 64 | 62 | 58 | b.c.m. | com. much | 7 | 7 |
| 2 | 6 | 4 | 82.2 | " | " | | 3 | 0 | 0 | 30.01 | 62 | 64 | 62 | 59 | " | " | 7 | " |
| 3 | 5 | 7 | 88.8 | " | " | | 3 | 0 | 0 | 30.01 | 64 | 64 | 63 | 59 | " | " | 7 | " |
| 4 | 6 | 8 | 95.6 | Running on great bay Navy | " | | 3 | 0 | 0 | 30.01 | 64 | 64 | 63 | 60 | " | " | 7 | " |
| 5 | 5 | 2 | 100.7 | Various courses. | " | | 3 | 0 | 0 | 30.01 | 66 | 65 | 64 | 63 | " | cir. cum. | 5 | " |
| 6 | 7 | 4 | 10.2 | 4 1/2 by 4. | " | | 3 | 0 | 0 | 30.03 | 67 | 66 | 64 | 64 | " | " | 4 | " |
| 7 | 2 | 8 | 13.0 | from River | " | | 3 | 0 | 0 | 30.07 | 69 | 67 | 65 | 63 | " | " | 6 | " |
| 8 | — | — | — | Various courses. | " | | 3 | 0 | 0 | 30.06 | 71 | 69 | 66 | 63 | b.c. | " | 8 | " |
| 9 | 5 | 0 | — | Ship's head | " | | 3 | | | 30.05 | 73 | 72 | 67 | 64 | " | " | 8 | " |
| 10 | — | — | — | Anchor off Yorktown | S. 1/2 E. | | 2-3 | | | 30.05 | 74 | 74 | 68 | 64 | " | " | 8 | " |
| 11 | — | — | — | S. 3/4 E. | Q. S. 3/4 E. | | 2-3 | | | 30.05 | 79 | 76 | 69 | 65 | " | cir. | 7 | " |
| Noon. | — | — | — | S. 3/4 E. | " | | 2-3 | | | 30.05 | 79 | 78 | 70 | 65 | " | " | 7 | " |

92.5 Distance run by Log

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: | | |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | | |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. | | |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1000 "

Coal consumed during the preceding 24 hours, 7 tons 12 20 lbs.

Coal remaining on hand at Noon, 111 " 290 "

| P. M. | | | | | | | | | | | | | | | | | | | |
|-------|---------------|--------------|--------------|-------|-------|-------|----|----|------|-----------|---|--|--|--|--|--|--|--|--|
| 1 | Under Current | West | Q. S. 3/4 E. | 2-3 | 30.00 | 80 | 78 | 72 | b.c. | cir. cum. | 7 | | | | | | | | |
| 2 | | Q. S. 3/4 E. | " | 2-3 | 30.02 | 80 | 78 | 72 | " | " | 7 | | | | | | | | |
| 3 | | " | " | 2-3 | 30.01 | 80 | 78 | 72 | " | " | 6 | | | | | | | | |
| 4 | | " | " | 2-3 | 29.98 | 82 | 80 | 74 | " | " | 2 | | | | | | | | |
| 5 | 1 0 | Est. | N. E. by N. | N. E. | 2-3 | 29.98 | 78 | 79 | 74 | b.c. p. | 3 | | | | | | | | |
| 6 | 1 2 | " | " | " | 2 | 29.98 | 79 | 79 | 75 | b.c. | 5 | | | | | | | | |
| 7 | 0 6 | " | " | West. | 1-2 | 29.99 | 79 | 78 | 73 | " | 6 | | | | | | | | |
| 8 | 0 4 | " | N. N. E. | " | 3 | 29.99 | 78 | 78 | 73 | " | 7 | | | | | | | | |
| 9 | 0 2 | Wind | S. E. | " | 3 | 30.01 | 76 | 76 | 73 | b.c. l. | 7 | | | | | | | | |
| 10 | 0 6 | " | " | " | 3 | 30.02 | 76 | 76 | 73 | " | 8 | | | | | | | | |
| 11 | 0 8 | " | " | " | 3 | 30.03 | 76 | 76 | 73 | " | 8 | | | | | | | | |
| Mid. | 0 6 | " | " | " | 2 | 30.03 | 74 | 74 | 71 | " | 7 | | | | | | | | |

under the command of

Commander F. H. Dickens
Tuesday, May 8.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Fair and damp. Gentle breeze from S.W. At 12.30 Cape Charles Light ship bearing S.W. by N. changed course to S.W. by N. At 12.42 sighted Cape Henry Light bearing N. 70° 1/2° W. and changed course to N. 70° W. At 2.30 Cape Charles bore S. 1/2° W. and changed course to West. Steady variable winds till 3.45 when changed to S.W. by N. and at 3.50 to S. 1/2° W. having opened Cape Henry Light white. At 2.30 lost Cape Charles Light ship. Under steam alone, average revolutions 43, steam pressure 57 lbs. at close Cape Henry Light bore S. by E. 1/2° E. and Cape Charles Light bore S. E. by E.

Montgomery M. Kyle

From 4 to 8 A. M.

Ensign W. F. H.

Cloudy but pleasant. Gentle breeze from S.W. Barometer rising. At beginning of watch, Cape Henry Light bore astern S. 76°. Ship standing S. 1/2° W. up Chesapeake Bay. At 4.45 changed course to N. 1/2° E. heading for York River Light house which was sighted about 5.10. At 6.15 rounded Head buoy No. 5 to pass between this buoy and York River Light house, heading N. 1/2° W. when at 6.20 the ship touched bottom very lightly; rang on bell, threw tin, and backed the ship full speed astern, her head going off to N. 1/2° E. but the stern remained aground. Stopped the engines, lowered the second cutter and carried out a hodge anchor as a queer snare from the port bow right abeam. Now in no great way, hoisted head sails and went ahead full speed on engines, when the ship at 7.15 went off into deep water to the Eastward of buoy No. 5. Toward the wharves, the Navigator taking charge, and found deep water ahead and on the port side and astern. From the head on board ship the least water ahead was 15 feet, the ship touching bottom only in one spot under the keel just abaft the engine. Now up hodge anchor, hoisted bows and started up York River, the Commanding Officer coming aboard at 7.50. The Commanding Officer and Navigator were both on the hodge when the ship touched Revolution No. 4. Steam pressure 60 lbs.

Roger Welles, Jr.
Ensign W. F. H.

From 8 A. M. to Noon.

Cloudy and warm. Light to gentle breeze from S.W. to N. 1/2° W. Barometer steady. During first hour of watch, standing up York River under cover of Commanding Officer. At 9.19 called all hands bring ship to anchor and at 9.45 came to by port anchor off Yorktown in 9 fathoms water with 45 fathoms chain. Draught of ship forward 13 feet 6 inches, and aft 16 feet 5 inches. Buoys (magnetic) middle of wharf Yorktown N. 1/2° E. 1/2° W. middle of wharf Alexander Point N. 1/2° W. 1/2° W. Sandy Point N. 1/2° E. 1/2° W. At 8.45 and aloft sail looses to mend feet of sails and made preparations for coming to anchor. At 10.30 hoisted out steam launch and got up steam in her. Allowed fire to die out in boilers C and D. Commenced distilling with backed fire under boiler A. Temperature of magazine 74° forward, 72° aft.

N. J. Coleman
Ensign W. F. H.

Noon to 4 P. M.

Clear to cloudy and warm. Light to gentle breeze from N. 1/2° W. Riding to the ebb tide. Distilling with fire backed under boiler A.

W. A. Caperton
Lieutenant W. F. H.

From 4 to 8 P. M.

Light air to gentle breeze from N.E. and West. Partly cloudy and warm. Rain shower first hour. Ebb tide until 7.30 when began to ebb to flood. Went to quarters at 6.00 and secured out clear hammock. Exchanged salutes with the retired broad steamer "Alleghany". Distilling with fire backed under boiler A. R. Gorman (Lieut.) was this day discharged from the Naval Service, by reason of expiration of term of enlistment.

W. R. Gorman
Lieutenant W. F. H.

From 8 P. M. to Midnight.

Fair and pleasant. Light to gentle breeze from West Lightning to N.E. Sunning to flood at 8 o'clock. Examined and found to be correct. Distilling with fire backed under boiler A.

Montgomery M. Kyle

J. B. McIlhenny
Lieutenant W. F. H. Navigator.

| Hour. | Knots. | Tenths. | Heading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Temp. of Clear Sky, in Fols. | State of the Sea. | |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|-----|--------|-------|---------|-------------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. |
| | | | | | | | | | | | | | | | | | | |
| Total Current | | | | Ship head. | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Ebb. | N. N. W. | N. W. | 2 | | | | 30.04 | 74 | 74 | 71 | b. c. b. w. | cum. memb. | 8 | | |
| 2 | 1 | 0 | - | N. W. | N. W. | 2.3 | | | | 30.05 | 74 | 74 | 71 | " | " | 8 | | |
| 3 | 1 | 2 | - | " | South | 3 | | | | 30.06 | 72 | 72 | 69 | " | cum. stat. | 8 | | |
| 4 | 1 | 0 | - | " | " | 3 | | | | 30.09 | 68 | 67 | 62 | " | " | 9 | | |
| 5 | 1 | 2 | - | " | N. by E. | 3 | | | | 30.15 | 67 | 64 | 64 | b. c. | cir. stat. | 7 | | |
| 6 | 1 | 1 | - | N. W. by W. | " | 3 | | | | 30.16 | 66 | 65 | 60 | " | cir. memb. | 6 | | |
| 7 | 0 | 6 | - | N. W. | " | 3 | | | | 30.17 | 67 | 66 | 60 | " | " | 5 | | |
| 8 | 0 | 2 | - | N. by W. | " | 3 | | | | 30.21 | 68 | 67 | 60 | " | " | 7 | | |
| 9 | Slack | | | N. N. E. | N. N. E. | 3 | | | | 30.25 | 69 | 68 | 60 | " | stat. | 7 | | |
| 10 | 0 | 2 | Flow | E. N. E. | N. E. | 3 | | | | 30.25 | 71 | 70 | 61 | " | " | 7 | | |
| 11 | 0 | 5 | - | E. by N. | E. by N. | 3 | | | | 30.25 | 71 | 71 | 63 | " | " | 9 | | |
| Noon. | 0 | 6 | - | E. S. E. | E. S. E. | 3 | | | | 30.25 | 71 | 71 | 63 | " | " | 9 | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |

| | | | |
|---------------------|--------------|---|---|
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|--------------|----------|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Water expended during the preceding 24 hours, | 4 50 | gallons. | |
| Water distilled during the preceding 24 hours, | 9 50 | " | |
| Water remaining on hand fit for use at Noon, | 14 60 | " | |
| Coal consumed during the preceding 24 hours, | 1 tons 15 20 | lbs. | |
| Coal remaining on hand at Noon, | 109 " | 10 10 | " |

| | | | | | | | | | | | | | | | | | |
|-------|---------|---|------|-------------|----------|---|--|--|--|-------|----|----|----|-------|------------|----|--|
| P. M. | | | | | | | | | | | | | | | | | |
| 1 | 0 | 4 | Flow | E. S. E. | E. S. E. | 3 | | | | 30.26 | 70 | 70 | 62 | b. c. | cir. memb. | 9 | |
| 2 | 0 | 1 | " | E. by S. | E. by S. | 3 | | | | 30.26 | 71 | 71 | 62 | " | " | 9 | |
| 3 | Fanning | | " | N. W. | E. S. E. | 3 | | | | 30.26 | 73 | 72 | 62 | " | " | 9 | |
| 4 | 0 | 1 | Ebb | N. W. | " | 2 | | | | 30.26 | 76 | 73 | 65 | " | cir. | 9 | |
| 5 | 1 | 0 | " | " | East | 2 | | | | 30.24 | 76 | 73 | 65 | " | cir. stat. | 9 | |
| 6 | 1 | 2 | " | " | " | 2 | | | | 30.24 | 76 | 73 | 65 | " | " | 9 | |
| 7 | 1 | 0 | " | " | " | 2 | | | | 30.26 | 69 | 70 | 66 | " | " | 7 | |
| 8 | 1 | 0 | " | N. E. by E. | " | 2 | | | | 30.28 | 68 | 69 | 65 | " | " | 6 | |
| 9 | Slack | | " | S. E. | " | 2 | | | | 30.28 | 68 | 68 | 64 | b. | now | 10 | |
| 10 | 0 | 3 | Flow | E. S. E. | " | 2 | | | | 30.28 | 68 | 66 | 62 | " | " | 10 | |
| 11 | 1 | 2 | " | " | " | 2 | | | | 30.28 | 64 | 64 | 61 | b. c. | cir. stat. | 9 | |
| Mid. | 1 | 2 | " | S. E. by E | " | 2 | | | | 30.28 | 63 | 63 | 60 | " | " | 9 | |

under the command of

Commander F. W. Dickins
Wednesday May 9

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and pleasant. Light to gentle breeze from West to North. Riding to ebb tide. Distilling with banked fire in boiler A.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Clear and pleasant. Gentle breeze from N by E. Barometer rising. Distilling with banked fire under boiler A.

N. A. Holman
Ensign U. S. N.

From 8 A. M. to Merid.

Clear and pleasant. Gentle breezes from N & E evening to E. by N. and last hour to E. S. E. At 9 A. M. planted target 1000 yards abeam of ship, and stationed observers 1000 yards at right angles to target and line of fire and at 10.30 commenced target practice with the 6 pdr. Duggs and Schorder. R. & E. guns on forecastle; expended 38. 6 pdr. fired ammunition by first division during watch. The following named apprentices 3^d class, were declared deserters from the date opposite their names: Eugene Andrews and J. L. Brown from April 14, 1894; E. H. Black, E. A. Gill and E. D. Williams from April 15, 1894; H. Cooper from April 16, 1894 and O. Rank Perry and E. O. Mow from April 17, 1894. Black water at 9 o'clock and at 9.30 owing to the flood tide. Distilling with banked fire under boiler A. Temperature of magazines 71° forward, 71° aft.

W. B. Caperton
Lieutenant U. S. N.

From Merid. to 4 P. M.

Gentle breeze from E. S. E. and E. by S. Clear and pleasant. Began swinging to ebb at 2.30 and finished at 3.45. Continued target practice with secondary battery using both Duggs, Schorder 6 pdr. guns, the starboard Hotchkiss 6 pdr., and both Hotchkiss 11 pdr. Range and observers as in preceding watch. Finished practice for the day at 4.00. At 1.00 went to quarters and turned in clean hammocks. Distilling with fire banked under boiler A.

G. R. Beach
Lieutenant U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Light breeze from East. Stopped target practice at 4.00 and brought in target. Sent boys in swimming. At sundown sent down light yards and under light sails. Asst Paymaster Biche returned from Norfolk with \$5000 U. S. Currency for ship. Distilling with fire banked under boiler A.

Montgomery M. Taylor
Ensign U. S. N.

From 8 P. M. to Mid.

Clear and pleasant. Light breeze from East. Barometer steady. Ship swinging to flood at 9.00. Distilling with banked fire in boiler A.

Roger Welles Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the York Row off Yorktown, Va.

Third Rate,

| | | | | WIND. | | | BAROMETER. | | | TEMPERATURE. | | | | | | |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------|---------|-------------------|--------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heed. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky, in 10ths. |
| Tidal Current | | | | Ship's head | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Flow | S E. by E. | East | 0-1 | | | 30.29 | 62 | 62 | 59 | | b. | none | 10 |
| 2 | 0 | 0 | Surging to Ebb. | " | East. | 0 | | | 30.29 | 62 | 62 | 59 | | " | " | 10 |
| 3 | 0 | 1 | Ebb. | N W. | " | 0 | | | 30.29 | 62 | 62 | 59 | | " | " | 10 |
| 4 | 0 | 6 | " | " | " | 0 | | | 30.29 | 62 | 62 | 59 | | " | " | 10 |
| 5 | 0 | 9 | " | N W. | " | 0 | | | 30.31 | 62 | 61 | 59 | | b.c. | cir. strat | 7 |
| 6 | 1 | 3 | " | N W. by W. | " | 0 | | | 30.34 | 62 | 62 | 60 | | " | " | 8 |
| 7 | 1 | 1 | " | N W. | " | 0 | | | 30.36 | 61 | 63 | 61 | | " | strat | 9 |
| 8 | 0 | 8 | " | " | " | 0 | | | 30.36 | 63 | 63 | 62 | | " | " | 9 |
| 9 | 0 | 5 | " | N W. | " | 0 | | | 30.40 | 68 | 67 | 64 | | b.c.m. | " | 9 |
| 10 | 0 | 2 | Flow | S E. | East | 2 | | | 30.42 | 68 | 70 | 64 | | " | " | 9 |
| 11 | 0 | 4 | " | " | " | 2-3 | | | 30.42 | 70 | 72 | 68 | | b.m. | none | 10 |
| Noon. | 0 | 8 | " | S E. by E. | " | 3 | | | 30.42 | 70 | 75 | 68 | | " | " | 10 |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at Noon,

2050 "

Coal consumed during the preceding 24 hours,

1 tons 2080 lbs.

Coal remaining on hand at Noon,

107 " 1170 "

| | | | | | | | | | | | | | | | | | |
|-------|---|---|---------|-------------|-----------|-----|--|--|-------|----|----|----|--|------|------|----|--|
| P. M. | | | | | | | | | | | | | | | | | |
| 1 | 0 | 5 | Flow | E. S E. | East | 3 | | | 30.43 | 71 | 73 | 66 | | b.m. | none | 10 | |
| 2 | 0 | 5 | " | S E. 1/2 E. | " | 3 | | | 30.43 | 71 | 71 | 65 | | " | " | 10 | |
| 3 | 0 | " | Flow | S by E | " | 3 | | | 30.39 | 71 | 71 | 64 | | " | " | 10 | |
| 4 | 0 | " | " | N E. | " | 3 | | | 30.39 | 75 | 71 | 63 | | " | " | 10 | |
| 5 | 0 | " | Surging | " | " | 3 | | | 30.40 | 74 | 74 | 63 | | " | " | 10 | |
| 6 | 0 | 2 | Ebb. | N. by N. | E S E. | 3 | | | 30.40 | 85 | 74 | 66 | | " | " | 10 | |
| 7 | 0 | 2 | " | N. by N. | S E. by E | 2-3 | | | 30.40 | 70 | 70 | 65 | | " | " | 10 | |
| 8 | 0 | 3 | " | " | " | 2 | | | 30.40 | 68 | 68 | 63 | | " | " | 10 | |
| 9 | 0 | 2 | " | N. N W. | " | 2 | | | 30.39 | 67 | 67 | 62 | | " | " | 10 | |
| 10 | 0 | 1 | Flow | S E. | " | 2 | | | 30.39 | 66 | 66 | 61 | | " | " | 10 | |
| 11 | 0 | 7 | " | " | " | 2 | | | 30.39 | 66 | 66 | 61 | | " | " | 10 | |
| Mid. | 1 | 2 | " | E. S E. | " | 2 | | | 30.39 | 66 | 66 | 61 | | " | " | 10 | |

under the command of

Commander F. M. Dickens
Thursday, May 10

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Starlight. Calm to light air from East.
Barometer steady. Banked fire under boiler A. Distilling.

N. D. Holman
Ensign U. S. N.

From 4 to 8 A.M.

Clear calm and warm. At 7.15 crossed topgallant yards. Distilling with banked fire under boiler A. Barometer rising slowly. Received in Dept of Supplies and Accounts 73 lbs bread, 9 1/4 lbs fresh beef, and 9 1/4 lbs. of vegetables for issue to ship's crew.

W. B. Caperton
Lieutenant U. S. N.

From 8 A.M. to Noon.

Calm first hour, light to gentle breeze from East, during remainder of watch clear and pleasant. Tide turned flood at 9.30. Continued target practice with 4 inch R. F. guns, using the port after gun and the starboard forward gun. Also fired few shots with the port 6 pr. 6 pr. Range of target 1500 yards. Obaining fall of shot from main top and foremast 1500 yards to the right of target. Fired six (6) shells from each of the 4 inch guns mentioned above. Carried out ridge anchor and warped ship broadside on to target. Albert E. Shary (Sailor) reported the expiration of his term of enlistment and accordingly was this day honorably discharged from the Naval Service. A. C. Martell (Sailor) left the ship on two days leave. Distilling with fire banked under boiler A. Temperature of magazine 71° forward, 71° aft.

J. D. Spear
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from East. At 1.00 got spring on cable and used to 75 fathoms on port chain, and started in with port battery using the port 4 inch R. F. guns and port 6 pr. Hotchkiss. A. Barots (Ship W.) and J. Black (Sailor) left ship on leave, the former till Saturday evening at 6 o'clock and the latter till 8 A.M. Monday. Distilling with banked fire under boiler A.

Houlton, W. Taylor
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle breeze from East to S.E. by E. Barometer steady. Continued target practice firing six shots from the starboard after 4 inch gun No. 48. Loaded sailing launch. Jined target back to the ship and loaded it on board. Distilling with banked fire in boiler A.

Roger Wells, Jr.
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light to gentle breeze from S.E. by E. Barometer steady. Distilling with banked fire under boiler A.

N. D. Holman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knot. | Tenths | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|---------------|-------|--------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| Tidal Current | | | | | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | | | | | |
| 1 | 1 | 2 | Black | SE by E. | E. SE. | | 3 | | | 30.39 | 66 | 65 | 62 | b. m. w. | none | 10 | |
| 2 | 0 | 8 | " | | " | | 3 | | | 30.39 | 66 | 65 | 62 | " | " | 10 | |
| 3 | | | Black. | SE. | " | | 1-2 | | | 30.39 | 65 | 65 | 62 | " | " | 10 | |
| 4 | 0 | 5 | Est. | SW by W. | " | | 1-2 | | | 30.39 | 65 | 65 | 62 | b. m. w. | stat. | 9 | |
| 5 | 0 | 6 | " | NW by N. | Calms. | | 0 | | | 30.36 | 65 | 65 | 63 | b. o. m. | " | 9 | |
| 6 | 0 | 8 | " | " | SE | | 0-1 | | | 30.40 | 65 | 65 | 64 | " | " | 8 | |
| 7 | 1 | 2 | " | " | Calms | | 0 | | | 30.45 | 65 | 66 | 65 | b. m. | none | 10 | |
| 8 | 1 | 0 | " | " | S. SE. | | 0-1 | | | 30.43 | 68 | 67 | 66 | b. o. m. | stat. | 8 | |
| 9 | 0 | 5 | " | N. by N. | S. SW. | | 2 | | | 30.45 | 70 | 70 | 69 | " | Cor. cum. | 7 | |
| 10 | 0 | 2 | " | N. N. W. | " | | 2 | | | 30.46 | 73 | 73 | 71 | " | " | 8 | |
| 11 | | | Black | SE by E. | N. E. by E. | | 3 | | | 30.46 | 72 | 74 | 73 | " | cum. | 8 | |
| Noon. | 0 | 3 | Clouds | E. SE. | E. SE. | | 3 | | | 30.45 | 72 | 73 | 72 | " | " | 7 | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

500 gallons.

1110 "

2660 "

1 tons 2000 lbs.

105 " 1410 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 1 | 0 | <i>Black</i> | <i>E. S. E.</i> | <i>E. S. E.</i> | 3 | | | 30.40 | 72 | 73 | 72 | | <i>b. m.</i> | <i>cum.</i> | 7 | |
| 2 | 1 | 0 | " | " | <i>East.</i> | 3 | | | 30.39 | 73 | 75 | 73 | | " | " | 7 | |
| 3 | 1 | 0 | " | " | " | 3 | | | 30.39 | 73 | 75 | 73 | | " | " | 7 | |
| 4 | 0 | 8 | " | " | " | 3 | | | 30.40 | 73 | 75 | 73 | | " | " | 8 | |
| 5 | | | <i>Black</i> | <i>S. E.</i> | " | 3 | | | 30.40 | 73 | 74 | 72 | | " | " | 8 | |
| 6 | 0 | 4 | <i>Est.</i> | <i>West</i> | <i>S. S. E.</i> | 3 | | | 30.40 | 73 | 73 | 71 | | " | <i>cum. mch.</i> | 4 | |
| 7 | 1 | 2 | " | <i>N. W.</i> | <i>N. W.</i> | 3 | | | 30.40 | 72 | 72 | 72 | | " | " | 4 | |
| 8 | 1 | 2 | " | " | " | 3 | | | 30.44 | 72 | 72 | 72 | | <i>s. c. l.</i> | " | 0 | |
| 9 | 1 | 2 | " | <i>N. W. by N.</i> | <i>E. S. E.</i> | 3 | | | 30.44 | 71 | 71 | 70 | | " | " | 0 | |
| 10 | 1 | 2 | " | " | " | 3 | | | 30.44 | 71 | 71 | 70 | | <i>s. c.</i> | " | 0 | |
| 11 | | | <i>Black</i> | <i>Swinging</i> | " | 3 | | | 30.45 | 70 | 70 | 69 | | " | " | 0 | |
| Mid. | 0 | 1 | <i>Cloud.</i> | <i>East</i> | <i>North</i> | 3-4 | | | 30.47 | 70 | 69 | 68 | | <i>b. o.</i> | " | 4 | |

under the command of

Commander F. W. Dickens
Friday, May 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear, cool and damp. Bright starlight. Black water at 30° clock, sunny to the ebb tide at 3.30. Distilling with banked fire under boiler A.

W. H. Aperton,
Lieutenant U. S. N.

From 4 to 8 A.M.

Calms to light air from S.E. and S.S.E. Clear and warm. Riding to ebb tide. The steamer 'Dawson' arrived at 5.40 bound up the River. Received on board in Pay Dept. 90 lbs. fresh beef, 90 lbs. fresh mutton and 72 lbs. bread. Distilling with fire banked under boiler A.

George Dean,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Carried out hedge to spring ship to target, but could not commence till 10.30 when fired starboard battery using midship 4 inch R. & H. and the no. 40. Fired to 80 fathoms of chain to bring gun to bear. Practised great gun practice. Distilling with banked fire under boiler A. Temperature of magazine 72° forward, 70° aft.

Montgomery H. Taylor,
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from E. S.E. to East. Barometer falling. Lieut. Comdr. New and Lieut. W. B. Lynton, left the ship on shore and five days leave respectively. Sent the first and second cutters out under sail for instruction from 2.30 to 3.30. Distilling with banked fire under boiler A. Ship riding to flood tide. Charles Ruffin (Boat) left the ship on 45 hours leave.

Roger Wells Jr.,
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and pleasant. Gentle breeze from East to S.E. Barometer steady. First and second cutters returned at 4.30. All hand boys to go in swimming. Paid out monthly money to boys. Distilling with banked fire under boiler A.

N. A. Colman,
Ensign U. S. N.

From 6 to 8 P.M.

Gentle breeze from N.W. Partly cloudy first hour, overcast with indications of rain last hour. Lightning to N.W. and S.W. Ship riding to ebb tide. Distilling with fire banked under boiler A.

George Dean,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy. Gentle to moderate breeze from E.S.E. and North. Lightning first hour. At 9.30 stopped distilling and let fires die out under boiler A.

Montgomery H. Taylor,
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Reading of Patent Log. | | | | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
|------------------------|--------|--------|--------|--------------------------------------|--------------------------------|--------|-------|------------------------|-------------------|-------------|----------------|----------------|-------------------|-----------|---|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths | | Ship's head. | Direction by Standard Compass. | Force. | Heel. | Leway. | Height in inches. | Ther. attd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | |
| Tide current | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 7 | Clear | E. S. E. | E. N. E. | 3 | | | 30.47 | 70 | 68 | 68 | b. c. w. | minib. | 2 | | | | |
| 2 | 1 | 0 | " | E. S. E. | N. E. | 3.4 | | | 30.48 | 70 | 68 | 68 | b. c. w. | " | 0 | | | | |
| 3 | 1 | 2 | " | E. by S. | " | 3.4 | | | 30.48 | 70 | 68 | 68 | b. c. w. t. | " | 0 | | | | |
| 4 | 1 | 0 | " | " | " | 3.4 | | | 30.48 | 70 | 68 | 68 | " | " | 0 | | | | |
| 5 | | | Black. | North | N. by E. | 3 | | | 30.48 | 68 | 67 | 67 | b. c. w. t. | " | 1 | | | | |
| 6 | 0 | 8 | Ed. | N. W. | E. N. E. | 3 | | | 30.50 | 67 | 66 | 66 | b. c. | cur. wind | 0 | | | | |
| 7 | 1 | 2 | " | " | " | 3 | | | 30.53 | 67 | 66 | 65 | " | " | 0 | | | | |
| 8 | 1 | 0 | " | " | " | 3 | | | 30.54 | 66 | 65 | 62 | " | " | 0 | | | | |
| 9 | 1 | 0 | " | N. N. W. | " | 3 | | | 30.54 | 66 | 65 | 62 | b. c. p. | " | 0 | | | | |
| 10 | 1 | 0 | " | " | " | 3 | | | 30.55 | 66 | 65 | 63 | " | " | 0 | | | | |
| 11 | | | Black | N. E. by E. | " | 3 | | | 30.55 | 66 | 65 | 63 | " | " | 0 | | | | |
| Noon. | | | " | E. S. E. | " | 3 | | | 30.55 | 68 | 65 | 63 | b. c. | " | 0 | | | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |

Water expended during the preceding 24 hours,

710 gallons.

Water distilled during the preceding 24 hours,

800 "

Water remaining on hand fit for use at Noon,

2750 "

Coal consumed during the preceding 24 hours,

tons 1440 lbs.

Coal remaining on hand at Noon,

104 " 2210 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|-------------|----------|-----|--|--|-------|----|----|----|----------|-----------|----|--|--|
| 1 | 0 | 2 | Cloud | E. S. E. | E. S. E. | 3 | | | 30.58 | 66 | 65 | 63 | b. c. | cur. wind | 6 | | |
| 2 | 0 | 4 | " | E. S. E. | " | 3 | | | 30.54 | 66 | 65 | 63 | " | " | 6 | | |
| 3 | 0 | 5 | " | " | " | 2 | | | 30.53 | 67 | 68 | 64 | " | " | 6 | | |
| 4 | 0 | 5 | " | " | " | 2 | | | 30.53 | 68 | 69 | 65 | " | " | 7 | | |
| 5 | | | Black | " | " | 2 | | | 30.47 | 67 | 68 | 64 | " | " | 9 | | |
| 6 | 0 | 9 | Ed. | E. N. E. | " | 2 | | | 30.46 | 67 | 68 | 64 | b. m. | none | 10 | | |
| 7 | 1 | 0 | " | N. W. by N. | " | 2 | | | 30.46 | 67 | 68 | 64 | " | " | 10 | | |
| 8 | 1 | 0 | " | " | " | 3 | | | 30.46 | 67 | 68 | 64 | " | " | 10 | | |
| 9 | 1 | 0 | " | N. W. | " | 3 | | | 30.46 | 67 | 68 | 64 | " | " | 10 | | |
| 10 | 1 | 0 | " | N. by N. | " | 3 | | | 30.46 | 66 | 65 | 63 | b. c. m. | cur. wind | 9 | | |
| 11 | 0 | 8 | " | " | " | 2.3 | | | 30.46 | 65 | 64 | 62 | b. m. | none | 10 | | |
| Mid. | 0 | 2 | " | Black. | " | 2.3 | | | 30.44 | 65 | 64 | 62 | " | " | 10 | | |

under the command of

Commander F. W. Dickins
Saturday, May 12

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast, with rain, thunder and lightning last hour. Gentle to moderate breeze from E. N.E. to S.E. Barometer steady.

Roger Villers, Jr.
Ensign U. S. N.

From 4 to 8 A.M.

Overcast and pleasant. Gentle breeze from N by E to E. N.E. Barometer rising. Received on board the following fresh provisions 9 lbs. meat, 7 lbs. bread, 30 lbs. vegetables.

N. T. Holman
Ensign U. S. N.

From 8 A.M. to Noon.

Gentle breeze from E. N.E. Overcast with passing rain shows first three hours partly clearing last hour. Omitted the inspection of logs on account of rainy weather. Ship coming to abt tide at 10.30 J. F. Howd (Coal Pass) left the ship on leave until 8 P.M., Monday, May 14th. Temperature of magazines 71° forward, 70° aft.

Geo. R. Beach
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and warm. Light to gentle breeze from E. S.E. At 1.00 sent liberty party, men and boys ashore. Matt. Anderson (Bk. 2.c) left ship on leave until 8 P.M. May 15. At 1.30 sent dinghy ashore where R. E. Green (App 3.c) left boat and attempted to desert, but was held by men and brought back to ship, where he was placed in single room to await trial by summary court martial by order of the Commanding Officer.

Walter W. Taylor
Ensign U. S. N.

From 4 to 6 P.M.

Clear and pleasant. Light E. S.E. breeze. Barometer falling.

Roger Villers, Jr.
Ensign U. S. N.

From 6 to 8 P.M.

Clear and pleasant. Light to gentle breeze from E. S.E. Barometer steady. Liberty party of apprentices returned on board. The loan of shoes of A. Martin (Bk 2.c) were extended to Monday, May 14.

N. T. Holman
Ensign U. S. N.

From 8 P.M. to Midnight.

Light to gentle breeze from E. S.E. Clear and cool. Bright moonlight. Abt tide. By order of Commanding Officer R. E. Green (App 3.c) was confined at 8.00 in the cell in single room for safe keeping, until "all hands" to morning morning.

Geo. R. Beach
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| | | | | WIND. | | | BAROMETER TEMPERATURE. | | | | | | | | | | |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
| Tidal Current | | | | Ship's head | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Flow | SE. | E. S. E. | 1 | | | 30.41 | 64 | 63 | 62 | | b. w. | cum. | 8 | |
| 2 | 0 | 9 | " | " | " | 1-2 | | | 30.40 | 64 | 63 | 62 | | " | " | 8 | |
| 3 | 0 | 8 | " | " | " | 1 | | | 30.39 | 63 | 63 | 62 | | o. c. f. w. | mint. | 0 | |
| 4 | 0 | 8 | " | SE. by S. | South | 1 | | | 30.38 | 63 | 63 | 62 | | " | " | 0 | |
| 5 | | | Back | " | Calms. | 0 | | | 30.37 | 61 | 64 | 63 | | o. c. w. | " | 0 | |
| 6 | 0 | 5 | Ebb. | N. W. by N. | " | 0 | | | 30.37 | 65 | 64 | 64 | | b. c. w. | cir. cum. | 4 | |
| 7 | 0 | 7 | " | N. W. | SE. | 2 | | | 30.38 | 66 | 66 | 65 | | " | " | 4 | |
| 8 | 1 | 1 | " | " | " | 2 | | | 30.38 | 68 | 67 | 66 | | b. c. | " | 5 | |
| 9 | 1 | 0 | " | " | " | 2 | | | 30.37 | 68 | 72 | 66 | | " | " | 5 | |
| 10 | 0 | 6 | " | " | " | 1-2 | | | 30.37 | 65 | 72 | 70 | | " | " | 6 | |
| 11 | 0 | 5 | " | " | " | 2 | | | 30.37 | 78 | 76 | 72 | | " | " | 8 | |
| Noon. | 0 | 2 | " | " | " | 2 | | | 30.36 | 78 | 76 | 72 | | " | " | 8 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2250 "

Coal consumed during the preceding 24 hours,

tons 960 lbs.

Coal remaining on hand at Noon,

104 " 1250 "

| P. M. | | | | | | | | | | | | | | | |
|-------|--------------------|--------------|-----------------|-----|-------|----|----|----|--------------|--------------------|----|--|--|--|--|
| 1 | <i>Flash Flood</i> | <i>N. W.</i> | <i>N. W.</i> | 2 | 30.33 | 78 | 77 | 72 | <i>b. c.</i> | <i>cir. cum.</i> | 7 | | | | |
| 2 | 0 6 | <i>SE.</i> | <i>N. W.</i> | 2 | 30.29 | 78 | 77 | 73 | " | " | 7 | | | | |
| 3 | 0 6 | " | " | 2 | 30.27 | 78 | 77 | 73 | " | " | 7 | | | | |
| 4 | 0 8 | " | <i>East.</i> | 2-3 | 30.27 | 77 | 77 | 73 | " | " | 4 | | | | |
| 5 | 0 6 | " | <i>E. S. E.</i> | 2-3 | 30.26 | 70 | 76 | 73 | " | " | 8 | | | | |
| 6 | <i>Flash</i> | <i>East</i> | " | 1-2 | 30.26 | 75 | 75 | 73 | " | " | 7 | | | | |
| 7 | 0 0 <i>Ebb.</i> | <i>N. W.</i> | <i>Calms.</i> | 0 | 30.26 | 76 | 76 | 74 | " | " | 7 | | | | |
| 8 | 0 8 | <i>N. W.</i> | <i>N. W.</i> | 0-1 | 30.26 | 70 | 75 | 74 | " | " | 7 | | | | |
| 9 | 1 5 | <i>N. W.</i> | " | 0-1 | 30.26 | 71 | 70 | 69 | " | <i>cum. strat.</i> | 9 | | | | |
| 10 | 1 5 | " | " | 0-1 | 30.26 | 71 | 70 | 69 | <i>b. m.</i> | <i>more</i> | 10 | | | | |
| 11 | 1 2 | " | " | 0-1 | 30.26 | 71 | 70 | 69 | " | " | 10 | | | | |
| Mid. | 1 0 | " | <i>North</i> | 0-1 | 30.25 | 69 | 69 | 69 | " | " | 10 | | | | |

under the command of

Commander F. W. Dickins
Sunday, May 13

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

from E. & E.

Bar cloudy and foggy last part. Very damp. Light rain to light breeze

Montgomery W. Langdon

Ensign U. S. N.

From 4 to 8 A.M.

Misty and clearing. Calm, light S.W. breeze. Barometer steady. Liberty men returned on time. Received 72 lbs. bread, 90 lbs. fresh vegetables and 2 lbs. beef which I passed inspectors. Released R. E. Henson (App. 30) from confinement in cell.

Roger Welles, Jr.
Ensign U. S. N.

From 8 A.M. to Noon.

Generally clear and pleasant. Light rain to light breeze from S.W. At 9.30 mustered crew at quarters after which the Commanding Officer inspected ship and crew. At 10.35 delivered specifications of charges preferred by Commanding Officer of this vessel against R. E. Henson App. 31 class to the accused and he was then confined in single room to await trial by Summary Court Martial. Temperature of magazines 72° forward, 70° aft.

N. T. Holman
Ensign U. S. N.

From Noon to 4 P.M.

Light to gentle breeze hauling back from N.W. to East. Bar and warm. Turning to flood tide at 1.30. Sent liberty party of men and apprentices ashore.

Paul R. O'Connell
Lieutenant U. S. N.

From 4 to 6 P.M.

Bar and warm. Light rain to gentle breeze from E. & E. Riding to flood tide sent boys in swimming.

Montgomery W. Langdon

Ensign U. S. N.

From 6 to 8 P.M.

Clear and pleasant. Calm and light N.E. air. Barometer steady. The Apprentice Liberty party returned. Charles Ruffin (Lia) returned from two days liberty.

Roger Welles, Jr.
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Bright moonlight. Calm to light rain from N.E.

N. T. Holman
Ensign U. S. N.

Examined and found to be correct.

Jr. B. McAllen,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in the York River off Yorktown, Va.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Degree of Clear Sky, in 10ths. | State of the Sea. |
|---------------|--------|---------|------------------------|-------------------------------------|--------------------------------|-----|--------|-------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Tidal Current | | | | | | | | | | | | | | | | | | |
| Ship's head | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | Black | N. N. W. | Calm | 0 | | | | 30.24 | 68 | 69 | 67 | b. m. | none | 10 | | |
| 2 | 0 | 3 | Black | S. E. | " | 0 | | | | 30.24 | 68 | 69 | 67 | " | " | 10 | | |
| 3 | 0 | 8 | " | E. by S. | N. E. | 2.3 | | | | 30.24 | 68 | 68 | 65 | " | " | 10 | | |
| 4 | 1 | 0 | " | " | " | 3.4 | | | | 30.24 | 68 | 67 | 61 | " | " | 10 | | |
| 5 | 1 | 1 | " | E. by N. | E. N. E. | 4 | | | | 30.30 | 68 | 67 | 59 | b. c. | cum. | 8 | | |
| 6 | 0 | 6 | " | East. | " | 3 | | | | 30.31 | 66 | 66 | 59 | " | " | 9 | | |
| 7 | | | Black | E. by N. | " | 3 | | | | 30.33 | 66 | 65 | 58 | " | " | 9 | | |
| 8 | " | " | " | Surging | " | 3 | | | | 30.35 | 66 | 66 | 58 | " | " | 9 | | |
| 9 | 0 | 1 | Ebb | N. W. by N. | " | 3 | | | | 30.35 | 66 | 66 | 58 | b. m. | none | 10 | | |
| 10 | 0 | 3 | " | N. N. W. | East | 4 | | | | 30.35 | 66 | 66 | 58 | " | " | 10 | | |
| 11 | 0 | 7 | " | N. W. | " | 3.4 | | | | 30.34 | 69 | 67 | 61 | " | " | 10 | | |
| Noon. | 0 | 5 | " | " | " | 3 | | | | 30.34 | 70 | 69 | 62 | " | " | 10 | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: | | |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |

| | | | |
|---------------------|--------------|---|---|
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 4 50 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 18 00 "

Coal consumed during the preceding 24 hours, tons 40 0 lbs.

Coal remaining on hand at Noon, 10 4 " 8 50 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|-----------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 0 | 8 | <i>Ebb</i> | <i>N. W.</i> | <i>East</i> | 3 | | | 30.32 | 70 | 69 | 62 | | <i>b. m.</i> | <i>none</i> | 10 | |
| 2 | | | <i>Black</i> | <i>S. E. by E.</i> | " | 3 | | | 30.28 | 69 | 69 | 62 | | " | " | 10 | |
| 3 | 0 | 5 | <i>Black</i> | <i>E. by E.</i> | <i>E. S. E.</i> | 3 | | | 30.23 | 69 | 69 | 62 | | " | " | 10 | |
| 4 | 0 | 6 | " | " | " | 3 | | | 30.23 | 69 | 69 | 62 | | " | " | 10 | |
| 5 | 0 | 8 | " | <i>S. E. by E.</i> | " | 3 | | | 30.19 | 67 | 67 | 60 | | <i>b. m.</i> | <i>cirrus.</i> | 8 | |
| 6 | 0 | 7 | " | " | " | 3 | | | 30.18 | 66 | 66 | 60 | | " | " | 9 | |
| 7 | | | <i>Black</i> | <i>E. S. E.</i> | " | 3 | | | 30.18 | 65 | 65 | 59 | | " | " | 9 | |
| 8 | 0 | 2 | <i>Ebb</i> | <i>S. E. W.</i> | " | 3 | | | 30.18 | 65 | 64 | 59 | | " | " | 9 | |
| 9 | 0 | 3 | " | <i>N. N. W.</i> | <i>S. E.</i> | 3 | | | 30.18 | 65 | 64 | 59 | | <i>b. c.</i> | <i>cum.</i> | 2 | |
| 10 | 0 | 9 | " | " | " | 3 | | | 30.16 | 66 | 65 | 59 | | <i>o. c.</i> | <i>cum.</i> | 0 | |
| 11 | 1 | 2 | " | " | " | 3 | | | 30.14 | 65 | 64 | 59 | | <i>o. c. p.</i> | <i>cum.</i> | 0 | |
| Mid. | 1 | 1 | " | " | " | 2 | | | 30.13 | 65 | 64 | 59 | | " | " | 0 | |

under the command of

Commander F. W. Dickins
Monday, May 14

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Calm first half. Light to moderate breeze from N.E. last two hours. Clear and dump. Ship began swinging to flood tide at 1.30 and finished swinging at 1.50. Moon set at 2.10.

Robert C. Gault
Lieutenant U. S. N.

From 4 to 8 A. M.

Clear and cool. Gentle to moderate breeze from N.E. and E. N.E. At 8.00 loosed sail and crossed royal yards. Black water at 7.00 Received in Pay Dept. 72 lbs. bread, 90 lbs. beef and 90 lbs. vegetables.

Montgomery M. Dwyer
Ensign U. S. N.

From 8 A. M. to Merid.

Gentle to moderate breeze from N. N.W. to N.W. Clear and pleasant. Ebb tide. At 9.30 inspected at quarters. From 9.30 to 10.30 gave the appropriate instructions in keeping accounts, rough water permitting the routine of Ann all boats. From 10.45 to 11.45, 1st watch had instructions in sail and spar, 2nd watch in manœuvre's seamanship, sailmaking and signals, and the 3rd watch had gunnery. A Summary Court Martial of which Lieut. Earl Clark U. S. N. was senior Member, Ensigns R. Miles and A. J. Coleman U. S. N., were Members, and Ensign M. W. Taylor, U. S. N., Recorder convened at 10.00 A. M. for the trial of Robert C. Leuser (App. 50) and at 11.30 adjourned to await the action of the reviewing authority. At 11.45 furl'd sail and squared yards. Temperature of magazines 72° forward, 67° aft.

Roger Bellis Jr
Ensign U. S. N.

From Merid. to 4 P. M.

Generally clear and pleasant. Gentle breeze from East to E. S. E. Barometer falling. Load duties as follows: - from 1.15 to 3.30 first watch boat sailing: 1.15 to 2.15, second watch gunnery; third watch sails and spar; from 2.30 to 3.30, second watch sails and spar, 5th watch manœuvre's, sailmaking and signals: 3.45 to 4.00, 1st watch accounts, 2nd watch boardwork; 3rd watch setting up. James E. Rozar (Mex. 116) was paid off and discharged by order of Bureau of Navigation being an underweight person.

N. T. Holman
Ensign U. S. N.

From 4 to 6 P. M.

Gentle breeze from E. S. E. Clear and pleasant. Riding to flood tide.

Robert C. Gault
Lieutenant U. S. N.

From 6 to 8 P. M.

Clear and pleasant. Gentle breeze from E. S. E. At 7.40 began swinging to Ebb. Sent down light yards. A. L. Martin (H. 100 20), R. C. Godwin (C. P.) and J. Black (B. 116) returned from sea.

Montgomery M. Dwyer
Ensign U. S. N.

From 8 P. M. to Mid.

Overcast with passing showers last two hours. Gentle to light breeze from S. E. Barometer falling. At 9.00 cut steam launch up the river to look for gig, the former returning without gig at 11.00. Ship riding to ebb tide.

Examined and found to be correct.

Roger Bellis Jr
Ensign U. S. N.
J. A. McLean
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Proportion of Clear Sky, in 10ths. | State of the Sea. |
|----------------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| <i>Under current</i> | | | | | | | | | | | | | | | |
| A. M. | | | | <i>Ship's head.</i> | | | | | | | | | | | |
| 1 | 0 | 5 | <i>Clear</i> | <i>SE.</i> | <i>SE.</i> | 3 | | 30.09 | 65 | 65 | 63 | <i>b. c. w. l.</i> | <i>cur. w. l.</i> | 5 | |
| 2 | 0 | 6 | " | <i>SE.</i> | <i>E. SE.</i> | 3.4 | | 30.09 | 65 | 65 | 63 | " | " | 4 | |
| 3 | 0 | 8 | " | " | " | 3.4 | | 30.09 | 65 | 65 | 63 | " | " | 4 | |
| 4 | 0 | 9 | " | " | " | 3.4 | | 30.05 | 63 | 64 | 61 | <i>o. c. w. l.</i> | " | 0 | |
| 5 | 1 | 1 | " | <i>SE. by E.</i> | " | 3 | | 30.04 | 63 | 64 | 61 | <i>o. c.</i> | " | 0 | |
| 6 | 0 | 8 | " | <i>E. SE.</i> | " | 3 | | 30.04 | 64 | 65 | 61 | <i>b. c.</i> | " | 2 | |
| 7 | 0 | 2 | " | " | <i>East</i> | 3 | | 30.04 | 63 | 65 | 63 | <i>o. c.</i> | " | 0 | |
| 8 | | | <i>Clear</i> | <i>East.</i> | " | 3 | | 30.06 | 64 | 65 | 63 | " | " | 0 | |
| 9 | | | " | <i>N. E.</i> | " | 3 | | 30.06 | 64 | 64 | 62 | " | " | 0 | |
| 10 | 1 | 4 | " | " | " | 3 | | 30.06 | 63 | 63 | 61 | " | " | 0 | |
| 11 | 1 | 4 | " | <i>N. E. by N.</i> | " | 3 | | 30.06 | 63 | 63 | 60 | " | " | 0 | |
| Noon. | 1 | 2 | " | <i>N. E.</i> | " | 3 | | 30.06 | 63 | 63 | 60 | " | " | 0 | |

Course and distance made good since preceding noon by observations.

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |

| | | | |
|---------------------|--------------|---|---|
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours, 475 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1325 "

Coal consumed during the preceding 24 hours, tons 1200 lbs.

Coal remaining on hand at Noon, 103 " 1590 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|---------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| 1 | 0 | 2 | <i>Clear</i> | <i>N. E.</i> | <i>East</i> | 3 | | 30.06 | 65 | 65 | 62 | <i>b. c.</i> | <i>cur. w. l.</i> | 4 | |
| 2 | 0 | 2 | <i>Clear</i> | <i>E. SE.</i> | <i>SE. by E.</i> | 3 | | 30.07 | 64 | 65 | 61 | " | " | 6 | |
| 3 | 0 | 2 | " | <i>SE. by E.</i> | <i>E. SE.</i> | 3 | | 30.05 | 64 | 65 | 61 | " | " | 7 | |
| 4 | 0 | 4 | " | <i>E. SE.</i> | " | 3 | | 30.05 | 64 | 65 | 61 | " | " | 7 | |
| 5 | 0 | 5 | " | " | " | 3 | | 30.02 | 67 | 65 | 61 | " | " | 5 | |
| 6 | 0 | 7 | " | " | " | 3 | | 30.01 | 67 | 65 | 61 | " | " | 5 | |
| 7 | 0 | 5 | " | " | " | 2 | | 30.01 | 67 | 65 | 61 | " | <i>cur. w. l.</i> | 4 | |
| 8 | | | <i>Surging</i> | " | " | 2 | | 30.01 | 67 | 65 | 61 | " | " | 4 | |
| 9 | 0 | 4 | <i>Clear</i> | <i>N. E. by N.</i> | " | 2 | | 30.03 | 63 | 63 | 60 | " | " | 9 | |
| 10 | 1 | 3 | " | <i>N. E.</i> | <i>SE.</i> | 2 | | 30.05 | 63 | 63 | 60 | " | " | 9 | |
| 11 | 1 | 4 | " | <i>N. E. by N.</i> | " | 2 | | 30.05 | 60 | 61 | 57 | " | " | 8 | |
| Mid. | 1 | 4 | " | " | " | 2 | | 30.05 | 60 | 60 | 57 | <i>b.</i> | <i>none</i> | 10 | |

under the command of

Commander F. W. Dickens
Tuesday May 15

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and damp. Lightning all around horizon. Gentle to moderate breeze from S.E. to E. S.E.

N. P. Colman
Ensign U. S. N.

From 4 to 8 A.M.

Gentle breeze from E. S.E. to East. Overcast with indications of rain. Placed water about 7.25. Received no books in Pay Dept. 90 lbs. fresh beef, 90 lbs. fresh vegetables, and 70 lbs. fresh bread. Lieut. Comdr. O. W. Hill U. S. N. returned from leave. J. Ensign (bkr) left the ship on three (3) days leave. At 7.35 crossed topgallant and royal yards.

Geo. R. Beard
Lieutenant U. S. N.

From 8 A.M. to Noon

Cloudy and threatening rain. Gentle breeze from East. Firing to abt at 9.40. At 9.50 went to quarters for inspection and drilled at battery till 10.30. 2nd period, 10.45 to 11.45, making net requisitions, Received 36 1/2 yds cap cloth and 510 cap ribbons in Pay Department. Unbaited jib and flying jib for repair. Inspected magazine flood cocks and found them all right. Temperature of magazines 72° forward, 69° aft.

Montgomery W. Taylor
Ensign U. S. N.

From Noon to 4 P.M.

Cloudy but pleasant. Gentle breeze from East to S.E. by E. Barometer falling. A Band of Luncheon consisting of Lieut. J. B. Milton U. S. N., Lieut. Geo. A. Blair U. S. N., and Ensign N. P. Colman U. S. N., supervised articles in Equipment Department. The first watch had instruction in gunnery; second watch sails and spar; and third watch marlinespike seamanship, caulwaking and signals from 1.15 to 2.15 the first watch had instruction in sails and spar; second watch marlinespike seamanship, caulwaking and signals, and the third watch had gunnery from 2.30 to 3.30; the first watch had broadside, the second watch gymnastics and the third watch accounts from 3.45 to 4.15.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 6 P.M.

Cloudy and pleasant. Gentle breeze from E. S.E. All hands boys on first conduct class to go ashore in second cutter to swim.

N. P. Colman
Ensign U. S. N.

From 6 to 8 P.M.

Light breeze from E. S.E. Partly cloudy and pleasant. Bats around the moon. Began unrigging to abt at 7.40. Put down topgallant and royal yards at sunset. Confined R. & Benum (App 30) in single irons in the cell for the night. Mr. Anderson (B. M. 2d), returned from 4 days leave.

Geo. R. Beard
Lieutenant U. S. N.

From 8 P.M. to Midnight

Examined and found to be correct. Clear and pleasant. Gentle breeze from E. S.E. and S. S.E. The Summary Boat

Mustard covered on board on May 14 is badly discolored

Montgomery W. Taylor

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|---------------------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|---|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heed. | Leeway. | Height in inches. | Ther. at d. | Air, Dry bulb. | Air, Wet bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force and Direction of Surface Current. | State of the Sea. |
| <i>Edel Current</i> | | | | <i>Ship's head</i> | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 0 | 4 | <i>Ebb</i> | <i>N. by W.</i> | <i>S. by W.</i> | 2 | | | 30.03 | 59 | 59 | 56 | | <i>b.c.</i> | <i>cir.</i> | 7 | |
| 2 | 0 | 6 | " | <i>N. by W.</i> | " | 2 | | | 30.03 | 59 | 59 | 56 | | <i>b.c.m.</i> | " | 7 | |
| 3 | | | <i>Black</i> | <i>Lurking</i> | " | 1 | | | 30.03 | 59 | 59 | 56 | | <i>b.m.</i> | <i>none</i> | 10 | |
| 4 | 0 | 2 | <i>Flood</i> | <i>S. E.</i> | " | 1 | | | 30.03 | 59 | 60 | 58 | | " | " | 10 | |
| 5 | 0 | 2 | " | <i>S. E.</i> | <i>N. E.</i> | 2 | | | 30.03 | 60 | 60 | 58 | | <i>b.c.g.</i> | <i>cum.</i> | 5 | |
| 6 | 0 | 2 | " | <i>S. E. by S.</i> | <i>N. by W.</i> | 2 | | | 30.04 | 60 | 61 | 60 | | " | <i>cir. cum.</i> | 4 | |
| 7 | 0 | 2 | " | " | " | 2 | | | 30.04 | 61 | 60 | 58 | | " | " | 5 | |
| 8 | | | <i>Black</i> | <i>S. by W.</i> | <i>North</i> | 2 | | | 30.05 | 61 | 61 | 58 | | " | " | 4 | |
| 9 | 0 | 2 | <i>Ebb</i> | <i>N. by W.</i> | " | 1-2 | | | 30.06 | 66 | 64 | 59 | | " | " | 4 | |
| 10 | 1 | 3 | " | <i>N. by W.</i> | <i>E. N. E.</i> | 1-2 | | | 30.06 | 68 | 67 | 63 | | " | " | 5 | |
| 11 | 1 | 4 | " | " | " | 3 | | | 30.05 | 68 | 67 | 63 | | " | " | 1 | |
| Noon. | 1 | 5 | " | <i>N. E.</i> | " | 3 | | | 30.04 | 68 | 67 | 63 | | " | <i>cir. cum.</i> | 7 | |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R. knots. tenths.
 Longitude by D. R. " " "
 Latitude by observations of ☉ " " "
 Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 A. M. Latitude by
 Longitude by

Position at 8 P. M. Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

450 gallons.

"

875 "

1 tons 80 lbs.

102 " 1810 "

| | | | | | | | | | | | | | | |
|-------|---|---|-------|----------|----------|-----|--|-------|----|----|----|------|-----------|---|
| P. M. | | | | | | | | | | | | | | |
| 1 | 1 | 0 | Ebb | N. by E. | E. N. E. | 3 | | 30.02 | 69 | 68 | 68 | b.o. | cir. cum. | 5 |
| 2 | 0 | 6 | " | North | " | 3 | | 30.00 | 70 | 69 | 63 | " | " | 7 |
| 3 | | | Black | East | " | 3 | | 29.97 | 70 | 70 | 65 | " | " | 7 |
| 4 | 0 | 8 | Flood | E. S. E. | " | 3 | | 29.96 | 70 | 70 | 65 | " | " | 8 |
| 5 | 1 | 2 | " | " | " | 3 | | 29.95 | 70 | 70 | 65 | " | " | 8 |
| 6 | 1 | 6 | " | " | " | 3 | | 29.95 | 70 | 70 | 65 | " | " | 8 |
| 7 | 1 | 6 | " | " | E. S. E. | 3 | | 29.95 | 70 | 70 | 65 | " | " | 9 |
| 8 | 1 | 0 | " | " | S. | 3 | | 29.94 | 68 | 67 | 64 | " | cum. cum. | 4 |
| 9 | | | Black | S. E. | South | 0-1 | | 29.94 | 68 | 67 | 64 | " | " | 2 |
| 10 | 1 | 5 | Ebb | N. E. | " | 0-1 | | 29.94 | 68 | 67 | 64 | " | " | 3 |
| 11 | 1 | 5 | " | " | " | 0-1 | | 29.94 | 68 | 67 | 64 | " | " | 7 |
| Mid. | 1 | 6 | " | N. by E. | " | 0-1 | | 29.94 | 68 | 67 | 63 | " | " | 8 |

under the command of

Commander F. W. Dickins
Wednesday, May 16

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Light air and breeze from S.W. by N. Ship swinging to flood tide about 3.00.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 A.M.

Foggy and damp. Light breeze from N.W. to North. Black water at 8.00 clock. J. Ellsworth (Std.) reported on board this ship for duty at 7.50 A.M. from the U. S. S. Dale. Received on board the following fresh provisions 90 lbs. meat, 72 lbs. bread, 90 lbs. vegetables. At 5.00 A.M. released R. E. Brown (App. 3c) from confinement in cell.

N. D. Holman
Ensign U. S. N.

From 8 A.M. to Noon

Light air to gentle breeze from North and E. N.E. Fair and pleasant. Riding to ebb tide. Mustered crew at quarters at 9.30. Afterwards called all hands to muster and read the sentence of the Summary Court Martial in the case of R. E. Brown, (App. 3c), charged with leaving the dinghy on the 12th inst., with the intention of deserting. The Court found the specifications proved, and sentenced Brown, to be discharged from the service with a "bad conduct discharge". The sentence was approved by the Commanding Officer on the 16th inst. Brown was released from confinement and discharged in accordance with the above sentence. During 1st period, 9.30 to 10.30 exercised all hands at sail drill. Dressed sail, hauled to a binnacle, then shortened, furlled and laid down from aloft. The last evolution was performed in 3 minutes, 5 seconds. 2nd period, 10.45 to 11.45, 1st watch, gunnery; 2nd watch, sails and spar; 3rd watch, maintenance and signals. Bleared port forward water tank. Crew engaged rattling down rigging. Temperature of magazines 71° forward, 70° aft.

J. P. Brown
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from E. N.E. Drilled as follows: 1.15 to 2.15, 1st watch, signals; 3rd watch, gunnery; 2.30 to 3.30, 1st watch, signals; 3rd watch, sails and spar; 3.45 to 4.15, 1st watch gymnastics; 3rd watch, breadboards. Crew working aloft rattling down, assisted by second watch.

W. H. Lupton

Ensign U. S. N.

From 4 to 6 P.M.

Clear and pleasant. Gentle breeze from E. N.E. Barometer falling. L. S. Dunning (Ch. B. Mate) left the ship on one week's leave of absence. Riding to flood tide.

Roger Welles Jr.
Ensign U. S. N.

From 6 to 8 P.M.

Cloudy and damp. Gentle breeze from E. S.E.

N. D. Holman
Ensign U. S. N.

From 8 P.M. to Midnight

Light air from South and calm. Began swinging to ebb tide at 9.00 and finished at 9.10. Partly cloudy first half, fair with bright moonlight last two hours.

J. P. Brown
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction of Current Sky, in 100ths. | State of the Sea. |
|----------------|--------|---------|------------------------|--------------------------------------|--------------------------------|-----|--------|-------|---------|-------------------------|-------------|---------------|---------------|-------------------|-----------------------------------|------------------------------|--------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | |
| Tide & Current | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 4 | Ebb. | N. N. W. | S. S. W. | 3 | | | 29.92 | 70 | 69 | 67 | | b. c. | cum. nimb. | 1 | | |
| 2 | 1 | 4 | " | N. N. by W. | " | 3 | | | 29.90 | 71 | 70 | 68 | | " | cum. | 2 | | |
| 3 | 0 | 6 | " | " | " | 2 | | | 29.90 | 71 | 70 | 68 | | b. c. d. | " | 8 | | |
| 4 | 0 | 2 | " | W. by S. | " | 2 | | | 29.90 | 71 | 70 | 68 | | " | " | 8 | | |
| 5 | 0 | 2 | Cloud | E. S. W. | N. W. | 2 | | | 29.91 | 68 | 70 | 68 | | b. o. | cir. cum. | 6 | | |
| 6 | 0 | 4 | " | E. S. E. | N. N. W. | 2 | | | 29.93 | 69 | 69 | 68 | | b. c. v. | cum. nimb. | 4 | | |
| 7 | 0 | 6 | " | S. E. | S. W. | 2 | | | 29.93 | 69 | 69 | 68 | | b. c. | cum. strat. | 6 | | |
| 8 | 0 | 5 | " | S. by E. | West. | 2 | | | 29.92 | 72 | 71 | 69 | | " | " | 5 | | |
| 9 | | | Black | W. by S. | N. by S. | 2 | | | 29.94 | 75 | 73 | 71 | | b. | none | 10 | | |
| 10 | 0 | 6 | Ebb | N. N. W. | " | 2 | | | 29.94 | 76 | 74 | 72 | | " | " | 10 | | |
| 11 | 1 | 0 | " | " | " | 0-1 | | | 29.94 | 79 | 76 | 73 | | " | " | 10 | | |
| Noon. | 1 | 0 | " | N. N. by W. | " | 0-1 | | | 29.94 | 80 | 78 | 74 | | " | " | 10 | | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R.
Longitnde by D. R.
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

Position at 3 A. M. { Latitude by
Longitnde by

Position at 3 P. M. { Latitude by
Longitnde by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 375 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 500 "

Coal consumed during the preceding 24 hours, tons 12.00 lbs.

Coal remaining on hand at Noon, 10 2 " 610 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction of Current Sky, in 100ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|-------------|--------|-------|---------|-------------------|-------------|---------------|---------------|-------------------|-----------------------------------|------------------------------|--------------------------------------|-------------------|
| 1 | 1 | 5 | Ebb | N. W. | E. S. E. | | 3 | | | 29.92 | 76 | 78 | 74 | b. o. | cir. cum. | 7 | |
| 2 | 1 | 5 | " | " | " | | 3 | | | 29.92 | 76 | 78 | 74 | " | " | 7 | |
| 3 | 0 | 8 | Cloud | E. N. E. | " | | 3 | | | 29.92 | 76 | 77 | 73 | " | " | 8 | |
| 4 | 0 | 9 | " | " | " | | 3 | | | 29.92 | 75 | 77 | 73 | " | " | 8 | |
| 5 | 1 | 2 | " | S. E. | S. E. by S. | | 3 | | | 29.86 | 75 | 76 | 73 | " | cir. cum. | 8 | |
| 6 | 1 | 0 | " | S. E. by E. | S. W. | | 3 | | | 29.84 | 77 | 78 | 74 | " | cir. cum. | 8 | |
| 7 | 0 | 8 | " | S. E. | " | | 3 | | | 29.84 | 78 | 78 | 74 | " | " | 8 | |
| 8 | 0 | 8 | " | " | " | | 3 | | | 29.84 | 77 | 77 | 74 | " | " | 9 | |
| 9 | 0 | 3 | " | E. S. E. | S. E. | | 0-1 | | | 29.89 | 75 | 75 | 73 | b. | none | 10 | |
| 10 | 0 | 1 | " | S. E. | Calms | | 0 | | | 29.89 | 74 | 74 | 72 | " | " | 10 | |
| 11 | 0 | 1 | " | N. N. W. | S. W. | | 2-3 | | | 29.86 | 74 | 74 | 72 | " | " | 10 | |
| Mid. | 0 | 6 | " | " | " | | 3 | | | 29.85 | 74 | 74 | 72 | " | " | 10 | |

under the command of

Commander F. W. Dickins
Thursday, May 17

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Light to gentle breeze from S. & E. Bright moon and star light.

Moon set at 3.15.

Montgomery W. Keefe
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and warm. Light variable breeze. Lieut. A. B. Caperton returned from leave. At 8.00 raised topgallant and royal yards, and loosed sail to a binnacle. Ship swung to flood at 4.30. Received in Dept. of Supplies and Accounts, 75 lbs. fresh bread, 90 lbs. fresh beef and 90 lbs. fresh vegetables, which passed inspection.

Roger Heller, Jr.
Ensign U. S. N.

From 8 A.M. to Merid.

Foggy and warm. Light air to light breeze from N. by E. At 9.30 mustered at quarters and at 10 o'clock sent 1st and 2nd companies ashore in cutter's for drill. At 11.30 companies returned to ship and allowed boys to go in swimming. Got target ready for small arm practice. Temperature of magazine 72° forward. 70° aft.

N. D. Goodman
Ensign U. S. N.

From Merid. to 4 P.M.

Clear, warm and pleasant. Gentle breeze from E. & E. Fleck water at 2 P.M.; swung to the flood tide at 2.30. Started fire under boiler A at 2.30. At 1.30 planted target for small arm target practice, but afterwards unrigged it and planted it on back and made preparations for practice.

Lt. Caperton
Lieutenant U. S. N.

From 4 to 8 P.M.

Gentle breeze from S. & E. Fair and warm. Flood tide. Sent down topgallant and royal yards and topgallant masts at sunset. Started distilling, with fire banked under boiler A at 7.30.

Geo. R. Dean
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Bright moonlight. Variable winds from E & E and S. E. Calm second time. Distilling with banked fire under boiler A. Swung to ebb at 10.30.

Montgomery W. Keefe
Ensign U. S. N.

J. B. Miller, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| | | | | WIND. | | | BAROMETER. | | TEMPERATURE. | | | | State of the Weather, by symbols. | | Form of Clouds, by symbols. | | Force of Clear Sky, in 10ths. | | State of the Sea. | | |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------|---------|-------------------|------------|----------------|----------------|-----------------------------------|----------|-----------------------------|----|-------------------------------|--|-------------------|--|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heat. | Lowest. | Height in inches. | Ther. air. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | | | |
| Tidal Current | | | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 5 | Ebb | N. E. | S. E. | 3 | | 29.84 | 74 | 74 | 72 | | | b. g. | none | 10 | | | | | |
| 2 | 1 | 4 | " | " | " | 3-4 | | 29.84 | 74 | 74 | 72 | | | " | " | 10 | | | | | |
| 3 | 1 | 2 | " | N. E. by N. | " | 3 | | 29.84 | 73 | 73 | 71 | | | " | " | 10 | | | | | |
| 4 | 1 | 0 | " | East | " | 3-4 | | 29.84 | 73 | 73 | 71 | | | b. a. g. | cum. str. | 9 | | | | | |
| 5 | | | Black | S. E. | " | 3 | | 29.84 | 72 | 72 | 70 | | | b. o. | cum. | 8 | | | | | |
| 6 | 0 | 2 | Cloud | S. E. by S. | " | 3 | | 29.82 | 71 | 72 | 70 | | | b. | none. | 10 | | | | | |
| 7 | 0 | 3 | " | S. E. | " | 3 | | 29.82 | 72 | 73 | 70 | | | b. e. | cum. | 9 | | | | | |
| 8 | 0 | 4 | " | " | " | 3 | | 29.82 | 75 | 75 | 71 | | | " | " | 9 | | | | | |
| 9 | 0 | 4 | " | S. by E. | " | 3 | | 29.82 | 79 | 78 | 74 | | | " | " | 9 | | | | | |
| 10 | | | Black | S. E. | " | 3 | | 29.82 | 83 | 81 | 76 | | | " | " | 9 | | | | | |
| 11 | 0 | 8 | Ebb | N. by N. | S. E. | 3 | | 29.82 | 83 | 82 | 76 | | | " | cum. str. | 9 | | | | | |
| Noon. | 1 | 2 | " | N. E. | " | 3 | | 29.82 | 83 | 82 | 76 | | | " | " | 9 | | | | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

500 "

Water remaining on hand fit for use at Noon,

600 "

Coal consumed during the preceding 24 hours,

1 tons 1200 lbs.

Coal remaining on hand at Noon,

100 " 1650 "

| P. M. | | | | | | | | | | | | | | | | |
|-------|---|---|-------|-------------|----------------|-----|--|-------|----|----|----|--|-------------------|------------|---|--|
| 1 | 0 | 6 | Ebb. | N. N. W. | S. S. W. | 4 | | 29.82 | 86 | 84 | 75 | | b. c. g. | cir. cum. | 9 | |
| 2 | 0 | 4 | " | " | " | 4 | | 29.79 | 87 | 86 | 76 | | " | " | 8 | |
| 3 | 0 | 5 | " | N. N. by N. | " | 5 | | 29.77 | 88 | 86 | 76 | | " | " | 8 | |
| 4 | | | Black | N. by N. | " | 4-5 | | 29.74 | 88 | 86 | 76 | | " | " | 8 | |
| 5 | 0 | 5 | Cloud | S. S. E. | " | 4-6 | | 29.70 | 80 | 79 | 74 | | b. o. g. p. | cum. mist. | 5 | |
| 6 | 0 | 8 | " | S. E. | " | 4-5 | | 29.69 | 80 | 79 | 74 | | b. c. g. p. t. b. | " | 2 | |
| 7 | 1 | 0 | " | East | S. E. to N. W. | 4-5 | | 29.68 | 76 | 75 | 74 | | " | " | 2 | |
| 8 | 1 | 0 | " | S. S. E. | N. W. | 5-2 | | 29.68 | 76 | 75 | 74 | | " | " | 2 | |
| 9 | 0 | 5 | " | East | " | 2 | | 29.79 | 76 | 75 | 73 | | b. o. p. b. | " | 2 | |
| 10 | | | Black | S. S. E. | " | 2 | | 29.74 | 75 | 75 | 73 | | b. o. t. t. | " | 2 | |
| 11 | | | " | S. by W. | " | 1-2 | | 29.77 | 74 | 75 | 73 | | b. o. p. t. b. | " | 2 | |
| Mid. | 1 | 2 | Ebb. | N. N. W. | East. | 1 | | 29.77 | 74 | 75 | 73 | | b. o. | " | 2 | |

under the command of

Commander F. A. Dickens
Friday May 18

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Clear and pleasant. Gentle breeze from S.W. Distilling with banked fire in boiler A.

Roger Wells, Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Clear and pleasant. Gentle breeze from S.W. Distilling with banked fire under boiler A. Received on board the following fresh provisions, 90 lbs. meat, 190 lbs. vegetables and 72 lbs. bread. At 8 o'clock sent up topgallant masts and closed topgallant and royal yards.

N. T. Holman
Ensign U. S. N.

From 8 A. M. to Merid

Clear and warm. Gentle breeze from S.W. and S.S.W. Slack water at 10 o'clock. Tiding to the ebb tide at 10.30. Mustered at quarters at 9.30 and at 9.40 went to fire quarters. 1st Division ready in 1 minute, 40 seconds. 2nd division 1 minute 50 seconds. 3rd division 1 minute 25 seconds. Powder Division in 1 minute, 40 seconds. Rangefinder Division in 1 minute and Engineers Division in 3 minutes 05 seconds. Built target as back and laid off distance for firing boat and anchored same in position. Distilling with fire banked under boiler A. Temperature of magazines 72° forward, 70° aft.

W. H. Caperton
Lieutenant U. S. N.

From Merid. to 4 P. M.

Moderate to stiff breeze blowing in puffs from S.S.W. Fair and warm. Ebb tide. Slack water at 4.00. Began small arm target practice with After Powder and 3rd divisions. Am. Hotchkiss magazine rifle, range 300 yards. Firing from boat at target on shore. Distilling with fire banked under boiler A. A Barate (Ship) left the ship on two days leave.

Quincy C. Beach
Lieutenant U. S. N.

From 4 to 8 P. M.

Equally and rainy whole watch. Wind lightning. Moderate to fresh breeze from varying directions, shifting quickly. J. Longue (Aler) returned from leave. At sunset sent down royal yards. Distilling with banked fire under boiler A.

Montgomery H. Bayler.

Ensign U. S. N.

From 8 P. M. to Mid.

Cloudy, with brilliant lightning in Eastern horizon and occasional passing showers. Barometer steady at 29.79. Light S.W. breeze to light air from Eneb. Distilling with banked fire in boiler A.

Roger Wells, Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McAllen, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heat. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|--------|-------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Tidal Current | | | | | | | | | | | | | | | | | | |
| Ship's head | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 4 | Ebb. | Sh. N. W. | S. S. E. | 1 | | | | 29.76 | 75 | 72 | 71 | o. c. m. | cum. mist. | 0 | | |
| 2 | 1 | 5 | " | " | " | 1 | | | | 29.74 | 74 | 71 | 71 | b. c. m. | " | 3 | | |
| 3 | 1 | 4 | " | " | " | 1-2 | | | | 29.70 | 73 | 71 | 70 | " | " | 3 | | |
| 4 | 2 | | | " | " | 2 | | | | 29.69 | 73 | 71 | 70 | " | cir. cum. | 6 | | |
| 5 | 0 | 2 | black water flood | S. E. | S. W. | 2 | | | | 29.67 | 71 | 70 | 69 | b. c. | " | 8 | | |
| 6 | 0 | 2 | " | S. S. E. | S. S. W. | 2 | | | | 29.71 | 70 | 70 | 69 | " | " | 7 | | |
| 7 | 0 | 4 | " | S. E. | " | 2 | | | | 29.71 | 72 | 72 | 70 | " | " | 7 | | |
| 8 | 0 | 3 | " | " | " | 2 | | | | 29.72 | 73 | 73 | 71 | " | " | 8 | | |
| 9 | 0 | 2 | " | " | " | 2 | | | | 29.73 | 73 | 73 | 71 | b. c. p. | cum. mist. | 7 | | |
| 10 | 0 | 5 | Ebb. | S. W. | S. S. E. | 2-3 | | | | 29.72 | 73 | 73 | 71 | b. c. p. t. l. | " | 2 | | |
| 11 | 1 | 0 | " | S. by E. | " | 3-4 | | | | 29.72 | 74 | 73 | 71 | " | " | 1 | | |
| Noon. | 1 | 0 | " | S. by W. | " | 4 | | | | 29.71 | 73 | 73 | 72 | o. c. g. a. | " | 0 | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water *distilled* during the preceding 24 hours,

1400 "

Water remaining on hand fit for use at Noon,

1600 "

Coal consumed during the preceding 24 hours,

1 tons 240 lbs.

Coal remaining on hand at Noon,

99 " 1410 "

| | | | | | | | | | | | | | | | | |
|-------|---|---|--------------|--------------------|--------------------|-----|--|--|-------|----|----|----|--|--------------------|-------------------|---|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | Ebb. | <i>Sh. N. W.</i> | <i>S. S. E.</i> | 4 | | | 29.69 | 72 | 72 | 71 | | <i>o. c. g. a.</i> | <i>cum. mist.</i> | 0 |
| 2 | 0 | 8 | " | " | " | 3 | | | 29.67 | 73 | 73 | 72 | | <i>b. c.</i> | <i>cum. mist.</i> | 4 |
| 3 | 0 | 6 | " | <i>Sh. N. W.</i> | " | 4-5 | | | 29.64 | 74 | 74 | 72 | | " | " | 4 |
| 4 | 0 | 4 | <i>black</i> | <i>S. E. by S.</i> | " | 5-6 | | | 29.64 | 74 | 74 | 73 | | <i>b. c. p.</i> | <i>cum. mist.</i> | 2 |
| 5 | 0 | 4 | <i>flood</i> | <i>S. E. by E.</i> | " | 4-5 | | | 29.64 | 74 | 74 | 71 | | <i>b. c. m.</i> | <i>atank</i> | 2 |
| 6 | 1 | 0 | " | " | " | 5-6 | | | 29.64 | 72 | 73 | 70 | | " | " | 2 |
| 7 | 1 | 2 | " | <i>S. E.</i> | <i>S. E. by S.</i> | 5 | | | 29.64 | 72 | 72 | 70 | | " | <i>cum. mist.</i> | 2 |
| 8 | 1 | 2 | " | " | " | 5 | | | 29.64 | 72 | 72 | 70 | | " | " | 2 |
| 9 | 0 | 8 | " | <i>S. S. E.</i> | <i>S. E.</i> | 4-5 | | | 29.65 | 71 | 71 | 69 | | <i>b. c. w.</i> | <i>cum. mist.</i> | 2 |
| 10 | 0 | 8 | " | " | " | 4 | | | 29.65 | 71 | 71 | 69 | | " | " | 2 |
| 11 | 0 | 8 | <i>black</i> | " | " | 4 | | | 29.64 | 70 | 70 | 69 | | " | " | 2 |
| Mid. | 1 | 5 | Ebb. | <i>Sh. N. W.</i> | " | 4 | | | 29.64 | 70 | 70 | 69 | | " | " | 2 |

under the command of

Commander F. W. Dickins
Saturday April 19

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and pleasant. Light air to light breeze from S. E. Banked
fire in boiler "A". Distilling.

N. T. Goldman
Ensign U. S. N.

From 4 to 8 A. M.

Air to clear and pleasant. Wind light from S. W., backing to S. S. W. Black
water at 4:30; rising to the flood tide at 5 o'clock. Received in Dept. of Supplies and
Accounts, for issue to crew, 90 lbs. fresh beef, 90 lbs. fresh vegetables and 7 lbs. bread.
Distilling with fire banked under boiler "A".

W. A. Caperton
Lieutenant U. S. N.

From 8 A. M. to Merid.

Light to moderate breeze hauling from S. S. W. to S. E. Overcast and rainy, with
thunder and lightning during part of watch. Tide turned ebb at 10.00 Charles E. Bachellet, Machinist
reported the expiration of his term of enlistment and was, accordingly honorably discharged from
the U. S. Naval Service. P. A. Surgeon L. B. Pitts, U. S. N., left the ship on one day's leave. Distilling
with fire banked under boiler "A". A Board of which Lieut. W. A. Caperton U. S. N., was Senior Member,
held a Court in articles in the Navigation Department. Temperature of magazine 71° forward, 70° aft.

Geo. R. Adams
Lieutenant U. S. N.

From Merid. to 4 P. M.

Generally overcast, clearing second hour, but closing up last hour. Moderate to
fresh breeze from S. E. J. H. Bunn (L. M. C.) left the ship on three days leave. Fresh liberty party
of men and boys ashore. Distilling with fire banked under boiler "A". A Board of Survey of which Lieut.
J. H. Allen U. S. N., was Senior Member, surveyed certain articles in Ordnance Dept. Magazine. W. Taylor
Ensign U. S. N.

From 4 to 8 P. M.

Cloudy and squally. Moderate to fresh breeze from S. E. to E. by S. Barometer steady.
Liberty party returned on time except E. Hall (App. 34) onelaying. Distilling with banked fire under
boiler "A".

Roger Wells Jr.
Ensign U. S. N.

From 8 P. M. to Mid.

Cloudy and squally. Stiff to moderate breeze from E. Distilling with banked
fire under boiler "A".

N. T. Goldman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
At anchor in the York River off Yorktown, Va.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | | |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|---------|-----------|-----------|-------------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heed. | Leeway. | Height in inches. | Ther. at d. | At day. | At night. | At W. of. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Pres. of Clear Sky, in fths. | State of the Sea. |
| Tidal Current | | | | | | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | | | | | | |
| 1 | 1 | 4 | Ebb | NW. | S. S. E. | 4 | | | 29.64 | 71 | 72 | 71 | | b. c. m. | circum. | | 2 | |
| 2 | 1 | 4 | " | " | " | 4 | | | 29.64 | 71 | 71 | 70 | | " | " | | 3 | |
| 3 | 1 | 4 | " | " | " | 3.4 | | | 29.64 | 71 | 71 | 70 | | " | " | | 1 | |
| 4 | 1 | 3 | " | " | " | 4 | | | 29.64 | 71 | 71 | 70 | | " | " | | 2 | |
| 5 | 0 | 6 | " | " | " | 3 | | | 29.67 | 71 | 71 | 70 | | b. c. | circum. | | 6 | |
| 6 | | | Slack | SE. | " | 3 | | | 29.71 | 70 | 71 | 70 | | " | " | | 3 | |
| 7 | 0 | 4 | Slack | " | " | 2 | | | 29.72 | 71 | 71 | 70 | | " | " | | 4 | |
| 8 | 0 | 2 | " | S. S. E. | South | 3 | | | 29.75 | 71 | 69 | 66 | | " | " | | 3 | |
| 9 | 0 | 2 | " | SE. by S. | S. S. W. | 3 | | | 29.76 | 71 | 70 | 65 | | b. c. p. | " | | 4 | |
| 10 | 0 | 2 | " | SE. | " | 3.4 | | | 29.78 | 71 | 70 | 65 | | b. c. | circum. | | 2 | |
| 11 | | | Slack | S. S. E. | " | 3 | | | 29.80 | 71 | 70 | 65 | | " | " | | 3 | |
| Noon. | | | " | Surging | S. W. | 1.2 | | | 29.81 | 71 | 71 | 65 | | " | circ. cum. stat. | | 5 | |

Course and distance made good since preceding noon by observations,

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

| | | | | | | | | | | | | | | | |
|-------|---|---|--------------|--------------------------------|--------------|-----|--|--|-------|----|----|----|--------------|----------------|----|
| P. M. | | | | | | | | | | | | | | | |
| 1 | 1 | 5 | Ebb | <i>N. by N.</i> | <i>S. W.</i> | 2 | | | 29.80 | 74 | 70 | 65 | <i>b. c.</i> | <i>circum.</i> | 6 |
| 2 | 1 | 5 | " | " | <i>S. E.</i> | 1 | | | 29.80 | 75 | 74 | 65 | " | " | 7 |
| 3 | 1 | 5 | " | " | " | 2 | | | 29.80 | 75 | 74 | 65 | " | " | 8 |
| 4 | 1 | 5 | " | <i>N. by N.</i> | " | 4 | | | 29.79 | 75 | 74 | 65 | " | " | 9 |
| 5 | | | <i>Slack</i> | <i>East</i> | " | 4 | | | 29.79 | 69 | 69 | 65 | " | " | 9 |
| 6 | 0 | 4 | <i>Slack</i> | " | " | 3.4 | | | 29.79 | 69 | 69 | 66 | " | " | 9 |
| 7 | 0 | 4 | " | <i>S. by E.</i> | " | 3 | | | 29.79 | 69 | 69 | 66 | " | " | 9 |
| 8 | 0 | 8 | " | <i>S. by E.</i> | " | 3 | | | 29.81 | 68 | 68 | 65 | " | " | 9 |
| 9 | 0 | 4 | " | " | " | 3.4 | | | 29.81 | 68 | 68 | 65 | " | " | 9 |
| 10 | 0 | 4 | " | " | " | 3 | | | 29.81 | 68 | 68 | 65 | <i>b.</i> | <i>near</i> | 10 |
| 11 | | | <i>Slack</i> | <i>Surging to the 1st tide</i> | " | 2.3 | | | 29.81 | 68 | 68 | 65 | " | " | 10 |
| Mid. | | | " | " | " | 2 | | | 29.85 | 63 | 62 | 61 | " | " | 3 |

under the command of

Commander F. W. Dickins
Sunday, May 20

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy and threatening rain. Low, nimbus clouds passing over nearly all of water from the Pk. Moderate and gentle breeze from S. E. Ship riding to the left tide. Distilling with fire banked under boiler A.

W. R. Caperton.
Lieutenant U. S. N.

From 4 to 8 A. M.

Gentle to light breeze from S. E. and South. Cloudy. Tide turned flood at 6.00. Received on board in Pay Dept. 90 lbs fresh beef, 90 lbs fresh vegetables and 72 lbs fresh bread.

P. R. Ogden
Lieutenant U. S. N.

From 8 A. M. to Noon.

Threatening rain first part, clearing later. Light to moderate breeze from S. E. and S. W. At 9.30 mustered at quarters and crew and ship was inspected by Commanding Officer E. Bull (App 30) about without leave. Distilling with banked fire under boiler A. Temperature of magazine 70° forward, 70° aft. Charles E. Backellus was enlisted as blacksmith for three years from this date.

Montgomery W. Sawyer
Ensign U. S. N.

From Noon to 4 P. M.

Clear and pleasant. Light breeze from S. W. to moderate breeze from S. E. Barometer steady. At 1.00 civil liberty party on shore. Distilling with banked fire in boiler A.

Roger Wells, Jr.
Ensign U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Gentle to moderate breeze from S. E. Barometer steady. A Barate (Ship W.) returned from leave 6 hours overtime. Distilling with banked fire in boiler A.

W. J. Bohman
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear, cool and pleasant. Gentle to light breeze from S. E. Moon rose at 8.45. Star water at 10.45. Ship swinging to the left tide remainder of watch. Distilling with banked fire under boiler A.

W. R. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Tide | | | | | | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | | | | | | |
| 1 | 1 | 5 | Ebb | N. by N. | SE. | | 2 | | | 29.85 | 62 | 63 | 62 | b. | none | 10 | | |
| 2 | 1 | 6 | " | " | " | | 2 | | | 29.86 | 61 | 63 | 62 | " | " | 10 | | |
| 3 | 1 | 5 | " | N. N. W. | N. by N. | | 3 | | | 29.87 | 61 | 63 | 62 | " | " | 10 | | |
| 4 | 1 | 4 | " | " | " | | 3 | | | 29.87 | 61 | 63 | 62 | b. o. | cum. strat. | 4 | | |
| 5 | 1 | 4 | " | " | " | | 2 | | | 29.87 | 61 | 62 | 62 | " | " | 6 | | |
| 6 | 0 | 4 | " | N. N. by N. | " | | 2 | | | 29.92 | 61 | 61 | 60 | " | " | 8 | | |
| 7 | | | Surging to Ebb | " | " | | 2 | | | 29.94 | 60 | 61 | 60 | " | " | 8 | | |
| 8 | 0 | 3 | Slow | SE. by E. | " | | 2 | | | 29.96 | 61 | 62 | 59 | " | cir. cum. | 4 | | |
| 9 | 0 | 2 | " | SE. by E. | SE. by E. | | 3 | | | 29.96 | 66 | 64 | 59 | " | strat. | 9 | | |
| 10 | 1 | 2 | " | SE. by E. | " | | 1 | | | 29.98 | 68 | 67 | 59 | " | " | 7 | | |
| 11 | 0 | 2 | " | East | " | | 2 | | | 29.99 | 68 | 67 | 59 | " | " | 6 | | |
| Noon. | | | Dark | SE. | " | | 3 | | | 30.00 | 68 | 68 | 60 | " | " | 5 | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at Noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons 1200 lbs.

Coal remaining on hand at Noon,

96 " 770 "

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------------|------------------|---------------|-----|--|--|--|-------|----|----|----|--|--------------|--------------------|---|--|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 3 | <i>Ebb</i> | <i>N. by N.</i> | <i>SE.</i> | 3 | | | | 30.01 | 69 | 69 | 63 | | <i>b. o.</i> | <i>cir. cum.</i> | 5 | |
| 2 | 0 | 4 | " | <i>N. by N.</i> | " | 3-4 | | | | 30.01 | 69 | 69 | 64 | | " | " | 5 | |
| 3 | 0 | 6 | " | " | " | 3-4 | | | | 30.02 | 70 | 69 | 64 | | " | " | 6 | |
| 4 | 0 | 6 | " | <i>N. E.</i> | " | 3 | | | | 30.03 | 71 | 69 | 64 | | " | " | 7 | |
| 5 | 0 | 9 | " | <i>N. by N.</i> | <i>E. SE.</i> | 3-4 | | | | 30.03 | 71 | 69 | 64 | | " | " | 7 | |
| 6 | 0 | 5 | <i>Slow</i> | <i>SE. by E.</i> | " | 3 | | | | 30.03 | 70 | 68 | 64 | | " | " | 7 | |
| 7 | 0 | 6 | " | <i>East</i> | " | 3 | | | | 30.05 | 70 | 68 | 64 | | " | <i>cum. strat.</i> | 9 | |
| 8 | 0 | 8 | " | <i>SE.</i> | " | 3 | | | | 30.05 | 70 | 67 | 63 | | " | <i>cir. cum.</i> | 4 | |
| 9 | 0 | 4 | " | <i>SE. by E.</i> | " | 3 | | | | 30.05 | 66 | 66 | 62 | | " | " | 4 | |
| 10 | 0 | 4 | " | " | " | 3 | | | | 30.06 | 68 | 65 | 62 | | " | " | 4 | |
| 11 | 0 | 3 | " | <i>E. by S.</i> | " | 2 | | | | 30.06 | 65 | 65 | 62 | | " | " | 5 | |
| Mid. | 0 | 2 | " | <i>E. SE.</i> | " | 2 | | | | 30.06 | 65 | 66 | 62 | | " | " | 5 | |

under the command of

Commander J. W. Dickins
Monday, May 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Light to gentle breeze from S.W. and N.W. Clear and cool.
Bright moonlight. Strong ebb tide. Stopped distilling at 12.10. Fires banked under boiler A.

J. R. Bean
Lieutenant U. S. N.

From 4 to 8 A. M.

Clear first part, clouding up and threatening rain last part. Gentle breeze from N.W. by N. shifting to E. S.E. Towing to flood at 7.15. Loaded royal yards at 8.00 Received in Pay Dept 88 3/4 lb. beef, 88 1/4 lb. vegetables, and 71 lb. bread. At 7.00 began distilling with banked fire under boiler A.

Montgomery W. Venzler
Ensign U. S. N.

From 8 A. M. to Noon.

Fair and pleasant. Light air and breeze from S.W. Barometer steady. Loaded sailing launch and sent forward Powder division. Lieut. H. B. Caperton in charge to fire with rifle at target. sent half of Powder division, Lieut. G. R. Black in charge to fire with revolver at target, and second company, Ensign Argo Helms Jr. in command on shore at Hamlet to drill at infantry. Engineer Dept. changed pipes. P. A. Surgeon G. B. Fittle, returned from leave at 12.00. At 8.45 looked sail to try. Distilling with banked fire under boiler A. Temperature of magazine 72° forward, 70° aft.

Roger, Charles Jr.
Ensign U. S. N.

From Noon to 4 P. M.

Clear and pleasant. Gentle to moderate breeze from S.E. Patrick Hammet received a Bureau appointment as Chief Carpenter Mate date April 5, 1894. Also, Drummey received a Bureau appointment as Chief Boatman Mate date April 4, 1894. At 1.30 Navigator Division left ship for rifle practice in sailing launch and 2nd division left ship for revolver practice in 2nd cutter. At 1.00 close fired sail. Stopped distilling at 2.00 and allowed fire to die out under boiler A. Powder division returned on board at 4.00 clock.

N. D. Goldman
Ensign U. S. N.

From 4 to 8 P. M.

Fair and cool. Gentle to moderate breeze from S.E. Black water at 5.30. Towing to the flood tide at 6.00 clock. The appointment of James Longan, as an acting Oiler, N. D. Burke as an acting Boatman's Mate 2nd class, and Ensign Coniston as an acting Gunner's Mate 3rd class, all in the U. S. Navy, were this day renewed for six months from their expiration April 1st, 1894. The appointment of Lieut. W. C. Bailey as an acting Oiler in the U. S. Navy, was this day renewed for six months from its expiration April 5th, 1894. At sunset sent down topgallant and royal yards.

H. B. Caperton
Lieutenant U. S. N.

From 8 P. M. to Midnight.

Gentle to light breeze from S.E. Partly cloudy. Moon rose at 9.45. Flood tide.

Examined and found to be correct.

J. R. Bean
Lieutenant U. S. N.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| | | | | WIND. | | BAROMETER. | | | | TEMPERATURE. | | | | | | | |
|----------------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------|-------|--------|-------------------|--------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Lowsy. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Temp. of Clear Sky, in 10ths. | State of the Sea. |
| Tide's Current | | | | | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | | | | | |
| 1 | 0 | 1 | Ebb | N. N. W. | Calms | 0 | | | 30.10 | 65 | 65 | 62 | | b.c. | cum. | 4 | |
| 2 | 0 | 6 | " | N. W. | " | 0 | | | 30.10 | 65 | 65 | 62 | | " | " | 2 | |
| 3 | 1 | 4 | " | N. W. by W. | " | 0 | | | 30.10 | 65 | 65 | 62 | | " | cir. cum. | 9 | |
| 4 | 1 | 5 | " | N. W. | " | 0 | | | 30.10 | 65 | 65 | 62 | | " | cum. | 2 | |
| 5 | 1 | 3 | " | N. W. by W. | " | 0 | | | 30.10 | 64 | 65 | 64 | | " | " | 3 | |
| 6 | 1 | 1 | " | N. W. | East | 1 | | | 30.11 | 65 | 65 | 64 | | " | cir. cum. | 4 | |
| 7 | 0 | 4 | " | North | E. S. E. | 1 | | | 30.13 | 67 | 67 | 65 | | " | " | 2 | |
| 8 | | | Surging to Flood | " | " | 1 | | | 30.13 | 67 | 67 | 65 | | " | " | 1 | |
| 9 | 0 | 4 | Flood | E. by N. | E. by S. | 2 | | | 30.15 | 68 | 67 | 65 | | " | cum. | 2 | |
| 10 | 0 | 5 | " | E. S. E. | " | 2-3 | | | 30.16 | 69 | 70 | 65 | | " | " | 4 | |
| 11 | 0 | 6 | " | " | " | 3 | | | 30.18 | 69 | 70 | 66 | | " | " | 4 | |
| Noon. | 0 | 6 | " | " | " | 3-4 | | | 30.18 | 69 | 70 | 66 | | " | " | 4 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Position at Noon: Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by
 Longitude by

Position at 8 P. M. Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " " variation used, 0

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " " variation used, 0

Water expended during the preceding 24 hours,

4 50 gallons.

Water *distilled* during the preceding 24 hours,

3 50 "

Water remaining on hand fit for use at Noon,

27 00 "

Coal consumed during the preceding 24 hours,

tons 72 0 lbs.

Coal remaining on hand at Noon,

96 " 50 "

| P. M. | | | | | | | | | | | | | | | |
|-------|---|--------------|-----------------|----------|----------------|-------|-------|----|----|------|-----------|------------|---|--|--|
| 1 | | <i>Slack</i> | E. by S. | E. by S. | 4 | 30.14 | 70 | 70 | 66 | b.o. | cir. cum. | 7 | | | |
| 2 | 0 | 5 | Ebb | North | " | 4 | 30.12 | 68 | 69 | 65 | " | " | 8 | | |
| 3 | 0 | 8 | " | N. by W. | " | 4 | 30.11 | 70 | 70 | 65 | " | " | 8 | | |
| 4 | 0 | 8 | " | N. W. | " | 4 | 30.11 | 71 | 71 | 65 | " | " | 8 | | |
| 5 | 0 | 3 | " | " | S. E. | 4 | 30.11 | 71 | 69 | 65 | " | cir. cum. | 9 | | |
| 6 | | <i>Slack</i> | <i>Surging.</i> | " | " | 4 | 30.11 | 69 | 68 | 64 | " | " | 9 | | |
| 7 | 0 | 1 | <i>Flood</i> | S. E. | " | 3 | 30.09 | 68 | 67 | 64 | " | cum. | 8 | | |
| 8 | 0 | 8 | " | S. S. E. | S. E. by E. | 3 | 30.08 | 67 | 66 | 63 | " | " | 9 | | |
| 9 | 0 | 9 | " | S. E. | S. E. | 2 | 30.08 | 67 | 66 | 63 | b.o.l. | cum. stat. | 8 | | |
| 10 | 0 | 8 | " | E. S. E. | " | 2 | 30.09 | 67 | 66 | 64 | " | " | 9 | | |
| 11 | 0 | 7 | " | S. E. | " | 2-3 | 30.09 | 67 | 66 | 64 | b.c. | " | 7 | | |
| Mid. | 0 | 7 | " | " | S. E. to N. W. | 3-4 | 30.08 | 65 | 64 | 63 | b.c.g. | cum. stat. | 4 | | |

under the command of

Commander F. W. Dickens
Tuesday May 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and pleasant. Moonlight. Calm. Ebb tide.

Montgomery W. Taylor
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy but pleasant. Calm and light air from East to S. E. Barometer rising. Riding to ebb tide until last hour when passing to flood. At 7.15 closed topgallant yards. J. H. Baker (L-boat 10) returned from two days liberty. Received on board in Day Dept 88 1/2 lb. fresh beef 88 1/2 lb. fresh vegetables 71 lb. fresh bread which passed inspection.

Roger Chellis Jr.
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy and pleasant. Light to moderate breeze from E. by S. Barometer rising. During watch the 1st Division had rifle practice from sailing launch at target astern and forward Bowden and 3rd Division had revolver practice. At 9.30 mustered crew at quarters and issued out clean bags. E. Ball (App 3.0) was declared a deserter from May 20, by order of Commanding Officer. All hands engaged blacking ship, swept show away at target practice. Temperature of magazines 73° forward, 70° aft.

J. D. Colman
Ensign U. S. N.

From Noon to 4 P.M.

Clear and cool. Moderate breeze from E. by S. Black water at 10 o'clock and at 1.30 passing to the ebb tide. 2nd Division engaged at target practice with rifles and the Vangard Division with revolvers. Ship's company blacking ship outside. Unhob and cut below the main and mizzen topmast staysails.

W. M. Caperton,
Lieutenant U. S. N.

From 4 to 8 P.M.

Moderate to gentle breeze from S. E. to S. by E. Fair and pleasant. Passing to flood tide at 6.00. Put down topgallant yards at 6.05.

G. R. Beget
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair. Lightening first half. Gentle breeze from S. E. first part, shifting suddenly to S. W. and equally first before dawn. Riding to flood.

Montgomery W. Taylor
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex.
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Barometer. | TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------|-------------------|------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. air. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| Tidal Current | | | | | | | | | | | | | | | |
| Ship's head. | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | | | Black | South | SE. | 1-2 | | 30.06 | 66 | 66 | 65 | b.c. | circum. | 5 | |
| 2 | 0 | 3 | Est | N. by E. | " | 1 | | 30.03 | 66 | 66 | 65 | " | " | 3 | |
| 3 | 1 | 2 | " | N. by E. | SE. | 1-2 | | 30.02 | 66 | 66 | 65 | " | " | 1 | |
| 4 | 1 | 2 | " | " | " | 1-2 | | 30.02 | 66 | 66 | 65 | " | strat. | 1 | |
| 5 | 1 | 4 | " | " | " | 2 | | 30.05 | 65 | 64 | 63 | " | cumulat. | 1 | |
| 6 | 1 | 3 | " | " | " | 2 | | 30.05 | 65 | 65 | 64 | b.c.w. | " | 1 | |
| 7 | 1 | 2 | " | N. E. | N. E. | 2 | | 30.06 | 65 | 65 | 64 | " | " | 1 | |
| 8 | 1 | 0 | " | " | SE. | 1 | | 30.07 | 65 | 65 | 64 | o.c.d. | " | 0 | |
| 9 | 0 | 1 | N. E. | N. E. | N. E. | 1 | | 30.05 | 65 | 66 | 64 | b.c. | " | 1 | |
| 10 | 0 | 2 | Clear | SE. | South | 1 | | 30.05 | 69 | 68 | 64 | " | " | 1 | |
| 11 | | | Black | E. by E. | SE. | 1 | | 30.05 | 69 | 68 | 64 | " | " | 1 | |
| Noon. | " | " | " | " | " | 1 | | 30.05 | 69 | 68 | 64 | b.c. sp. | " | 1 | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: | | |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | | |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. | | |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | |
|---|---------------|--|
| Error of the Compass by Azimuth ☉ observed at | , ship's head | |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | |
| Error of the Compass by Azimuth ☉ observed at | , ship's head | |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | |

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

tons 880 lbs.

Coal remaining on hand at Noon,

95-1410 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Barometer. | TEMPERATURE. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. | |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|------------|------------|--------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|---|
| 1 | 0 | 2 | <i>Est.</i> | <i>N. by E.</i> | <i>East</i> | <i>1-2</i> | 30.02 | 69 | 68 | 64 | <i>b.o.p.</i> | <i>cumulat.</i> | 1 |
| 2 | 0 | 1 | " | <i>N. E.</i> | <i>SE.</i> | <i>3</i> | 30.01 | 69 | 68 | 64 | " | " | 2 |
| 3 | 1 | 0 | " | <i>N. E.</i> | " | <i>3</i> | 29.99 | 70 | 69 | 65 | <i>b.c.</i> | <i>cumulat.</i> | 4 |
| 4 | 1 | 5 | " | " | <i>SE.</i> | <i>3-4</i> | 29.98 | 72 | 71 | 67 | " | " | 4 |
| 5 | 1 | 4 | " | <i>N. by E.</i> | " | <i>4</i> | 29.94 | 70 | 71 | 68 | " | " | 4 |
| 6 | 0 | 8 | " | " | " | <i>2</i> | 29.94 | 70 | 71 | 68 | <i>b.o.p.</i> | " | 3 |
| 7 | 0 | 6 | " | " | " | <i>2</i> | 29.94 | 70 | 69 | 67 | " | " | 4 |
| 8 | | | <i>Black</i> | <i>N. E.</i> | " | <i>1-2</i> | 29.94 | 70 | 69 | 67 | <i>o.c.d.w. cumulat.</i> | " | 0 |
| 9 | 0 | 1 | <i>Clear</i> | <i>SE.</i> | <i>South</i> | <i>3</i> | 29.93 | 66 | 65 | 63 | " | " | 0 |
| 10 | 0 | 4 | " | " | " | <i>3</i> | 29.91 | 65 | 65 | 63 | " | " | 0 |
| 11 | 0 | 6 | " | " | " | <i>3</i> | 29.90 | 64 | 64 | 63 | <i>o.c.l.w.</i> | " | 0 |
| Mid. | 0 | 3 | " | <i>E. by S.</i> | <i>West.</i> | <i>1</i> | 29.89 | 64 | 64 | 63 | <i>b.o.l.</i> | <i>cumulat.</i> | 6 |

under the command of

Commander F. W. Dickins
Wednesday, May 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy. Light air and breeze from S.E. to S.W. Barometer falling.
Turning to ebb tide at 1.00.

Roger Wells, Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Cloudy and pleasant. Light breeze from S.W. to N.W. Received on board the following fresh provisions: 88 lbs. meat, 88 1/2 lbs. vegetables and 71 lbs. bread.

A. T. Holman
Ensign U. S. N.

From 8 A. M. to Merid.

Cloudy, with passing showers. Light air from N. E. and S. W. Black water at 9.20 and ebbing to the flood tide at 10.45. Mustered at quarters at 9.30. The Navigator's Division engaged at target practice with pistols and the 1st Division with rifles. Temperature of magazines, 73° forward, 70° aft.

W. H. Apertone,
Lieutenant U. S. N.

From Merid. to 4 P. M.

Light air to moderate breeze from N.E. to S.E. Cloudy and pleasant. Ebb tide. Continued small arm target practice, Navigator's Division rifles; 1st and Engineers Divisions, revolvers. Rifle range 300 yards; revolver range, 30 yards. Targets on shore, boats afloat.

James R. Bess
Lieutenant U. S. N.

From 4 to 8 P. M.

Cloudy, passing showers with thunder and lightning. Light air to moderate breeze from N.W. by N., N.W. by S. and N.E. Navigator's and Engineers Divisions firing at target till 4.30.

Montgomery M. Taylor
Ensign U. S. N.

From 8 P. M. to Mid.

Overcast and rainy to clearing last hour. Gentle breeze from South to light air from West. Charles E. Butler (App. 13.c.) left the ship with orders to report to the Commandant of the Gray Yard, New York, for transfer to the Naval Hospital at that place.

Roger Wells, Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. Holton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Lowest. | BAROMETER. | | TEMPERATURE. | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction of Clear Sky, in 10ths. | State of the Sea. |
|---------------|--------|---------|------------------------|---|--------------------------------|--------|--------|-------|---------|-------------------|--------------|---------------|---------------|-------------------|--------------------------------------|---------------------------------|-----------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | | | Height in inches. | Ther. air'd. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | |
| Tidal current | | | | | | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | | | | | | |
| 1 | 0 | 5 | Clear | S.E. | S.W. | 2 | | | 29.87 | 64 | 64 | 63 | | b.c.w.b. | curr. run. | 2 | | |
| 2 | 0 | 4 | Clear | N. by N. | " | 2 | | | 29.89 | 64 | 64 | 63 | | b.c.w. | " | 4 | | |
| 3 | 1 | 5 | " | N.W. by N. | N.W. | 2-3 | | | 29.89 | 64 | 64 | 63 | | " | " | 4 | | |
| 4 | 1 | 4 | " | N.W. | " | 2-3 | | | 29.85 | 63 | 62 | 61 | | " | " | 2 | | |
| 5 | 1 | 6 | " | N.W. by N. | N. by S. | 2 | | | 29.84 | 62 | 62 | 61 | | b.c. | air curr. | 7 | | |
| 6 | 1 | 5 | " | " | West. | 2 | | | 29.83 | 61 | 62 | 62 | | " | curr. slack | 7 | | |
| 7 | 1 | 1 | " | " | N.W. by N. | 2 | | | 29.84 | 62 | 63 | 62 | | " | curr. run. | 3 | | |
| 8 | 1 | 0 | " | " | N.W. | 2 | | | 29.83 | 61 | 63 | 62 | | " | " | 1 | | |
| 9 | 0 | 6 | " | N.W. | N.W. | 3 | | | 29.83 | 63 | 64 | 63 | | " | " | 4 | | |
| 10 | 0 | 4 | " | " | " | 3 | | | 29.84 | 65 | 65 | 64 | | " | " | 5 | | |
| 11 | | | Black | Swinging | " | 2-3 | | | 29.85 | 68 | 67 | 64 | | " | curr. | 6 | | |
| Noon. | 0 | 1 | Clear | S.E. | S.W. | 2 | | | 29.86 | 69 | 69 | 65 | | " | " | 7 | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ○ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ○ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ○ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ○ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours,

450 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1750

"

Coal consumed during the preceding 24 hours,

tons 1600 lbs.

Coal remaining on hand at Noon,

94" 2050 "

| P. M. | | | | | | | | | | | | | | | | |
|-------|----------|----|-------|-----------|------|-----|--|-------|----|----|----|--|----------|-------------|---|--|
| 1 | Swinging | to | Clear | N.W. | N.W. | 2-3 | | 29.83 | 70 | 70 | 64 | | b.c.p. | curr. run. | 2 | |
| 2 | 0 | 4 | Clear | West | " | 2 | | 29.81 | 72 | 71 | 61 | | b.c. | curr. | 6 | |
| 3 | 0 | 8 | " | N.W. | N.W. | 3 | | 29.81 | 67 | 69 | 63 | | " | curr. run. | 4 | |
| 4 | 0 | 6 | " | N.W. | " | 3-5 | | 29.82 | 65 | 66 | 61 | | b.c.g.p. | " | 3 | |
| 5 | 1 | 5 | " | " | N.W. | 2-3 | | 29.83 | 70 | 65 | 60 | | " | " | 4 | |
| 6 | 1 | 4 | " | " | " | 2-4 | | 29.85 | 69 | 64 | 60 | | " | " | 4 | |
| 7 | 1 | 2 | " | " | " | 3 | | 29.86 | 69 | 64 | 60 | | " | " | 4 | |
| 8 | 0 | 8 | " | " | " | 2 | | 29.85 | 64 | 63 | 59 | | b.c. | air curr. | 9 | |
| 9 | 0 | 4 | " | N.W. | " | 3 | | 29.86 | 63 | 61 | 59 | | " | curr. | 9 | |
| 10 | Black | | | S.W. | " | 3 | | 29.86 | 63 | 62 | 60 | | " | " | 8 | |
| 11 | 0 | 2 | Clear | S.E. | " | 3 | | 29.86 | 63 | 62 | 60 | | " | " | 9 | |
| Mid. | 0 | 5 | | S.E. by S | " | 3-4 | | 29.86 | 62 | 62 | 60 | | " | curr. slack | 9 | |

under the command of

Commander F. W. Dickins
Thursday May 24

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Overcast and misty. Light to gentle breeze from S. W. to N. E. W.

N. T. Lockman
Ensign U. S. N.

From 4 to 8 A. M.

Clear first two hours. Cloudy and threatening rain last two hours of watch. Light breeze from N. by E. veering to N. W. and hauling to N. N. W. Ship riding to the left tide. Received in Pay Dept. for use to crew 85% lb. fresh beef, 55% lb. fresh vegetables and 70 lb. fresh bread.

W. H. Caperton
Lieutenant U. S. N.

From 8 A. M. to Noon

Breeze to light breeze from N. W. hauling to S. W. last hour. Clear and pleasant. Sailing to flood tide at noon. Mustered crew at quarters at 2.30. Continued small arm target practice. Barrington's doctrine work tables and work on Sub 1st and 2nd Companies on shore at Gloucester Point for exercise at Infantry drill. Temperature of magazine 72° forward, 70° aft.

A. R. C. C. C.
Lieutenant U. S. N.

From Noon to 4 P. M.

Cloudy with passing showers. Breeze to fresh breeze from N. by E. and N. E. W. Engaged through watch tacking down. Practised small arm target practice.

W. H. Caperton
Ensign U. S. N.

From 4 to 8 P. M.

Cloudy with passing showers. Light to moderate breeze in squalls from S. E. W. Barometer rising. Hoisted all boats.

Roger Welles Jr.
Ensign U. S. N.

From 8 P. M. to Midnight

Clear and pleasant. Breeze to moderate breeze from S. E. W. Barometer steady.

N. T. Lockman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Surgeon.

LOG of the UNITED STATES

Ship *Essex*
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Temp. of Air, Sea, & Sky, in fols. | State of the Sea. |
|----------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Tidal Current. | | | | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | | | | |
| 1 | 0 | 4 | Flood | S. S. E. | N. N. W. | 2 | | 29.86 | 60 | 61 | 59 | b. w. | none | | 10 | |
| 2 | 0 | 6 | " | " | " | 2 | | 29.86 | 59 | 60 | 58 | " | " | | 10 | |
| 3 | 1 | 2 | " | " | " | 2 | | 29.86 | 58 | 59 | 57 | " | " | | 10 | |
| 4 | 0 | 8 | Ebb. | N. N. by W. | " | 2 | | 29.86 | 57 | 59 | 58 | " | " | | 10 | |
| 5 | 1 | 6 | " | N. N. W. | N. N. W. | 2 | | 29.85 | 59 | 59 | 57 | b. c. | streak | 8 | | |
| 6 | 1 | 4 | " | " | West | 2 | | 29.86 | 58 | 59 | 57 | b. | none | | 10 | |
| 7 | 1 | 4 | " | " | " | 2 | | 29.87 | 60 | 60 | 58 | " | " | | 10 | |
| 8 | 1 | 1 | " | N. N. by W. | N. N. W. | 2 | | 29.90 | 62 | 62 | 58 | " | " | | 10 | |
| 9 | 1 | 0 | " | " | " | 3 | | 29.91 | 62 | 62 | 58 | b. c. | cir. | 9 | | |
| 10 | 0 | 8 | " | " | " | 3 | | 29.91 | 66 | 65 | 60 | b. | none | | 10 | |
| 11 | | | Swinging to flood | " | West | 3 | | 29.91 | 68 | 67 | 61 | " | " | | 10 | |
| Noon. | 1 | 0 | Ebb | S. by E. | N. by W. | 3.4 | | 29.91 | 68 | 67 | 61 | b. c. | cir. cum | 9 | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | |
|---|-------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head |
| Error of the Compass by Azimuth ☉ observed at | ship's head |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head |

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

450 gallons.

1300 "

tons 960 lbs.

94 - 1090 "

| P. M. | | | | | | | | | | | | | | | | |
|-------|------------------|--------------------|-----------------|-----|-------|----|----|----|-----------------|------------------|----|--|--|--|--|--|
| 1 | <i>Black</i> | <i>S. N.</i> | <i>West</i> | 4 | 29.91 | 71 | 70 | 62 | <i>b. c.</i> | <i>cir. cum.</i> | 7 | | | | | |
| 2 | 0 2 <i>Flood</i> | <i>West</i> | <i>N. by W.</i> | 4 | 29.89 | 72 | 71 | 62 | " | <i>cir. cum.</i> | 3 | | | | | |
| 3 | 0 2 | <i>N. N. W.</i> | <i>N. N. W.</i> | 4 | 29.89 | 72 | 71 | 62 | " | <i>cir. cum.</i> | 4 | | | | | |
| 4 | 0 9 | <i>N. N. by W.</i> | <i>N. N. W.</i> | 4 | 29.89 | 72 | 72 | 63 | " | " | 7 | | | | | |
| 5 | 1 0 <i>Ebb.</i> | " | <i>N. N.</i> | 3 | 29.90 | 74 | 72 | 64 | " | " | 8 | | | | | |
| 6 | 0 8 | " | " | 2.3 | 29.91 | 74 | 72 | 64 | " | " | 9 | | | | | |
| 7 | 0 6 | " | " | 2 | 29.92 | 72 | 71 | 63 | " | " | 8 | | | | | |
| 8 | 0 6 | " | " | 1 | 29.93 | 71 | 71 | 62 | " | <i>cir. cum.</i> | 5 | | | | | |
| 9 | 0 7 | " | " | 0.1 | 29.94 | 70 | 70 | 61 | <i>b. c. w.</i> | <i>cir. cum.</i> | 7 | | | | | |
| 10 | 0 5 | " | " | 0.1 | 29.95 | 70 | 70 | 61 | " | " | 7 | | | | | |
| 11 | 0 4 <i>Flood</i> | <i>S. S. E.</i> | <i>West</i> | 1 | 29.95 | 70 | 70 | 61 | " | " | 8 | | | | | |
| Mid. | 0 5 | <i>S. E. by E.</i> | " | 1.2 | 29.95 | 70 | 70 | 61 | <i>b.</i> | <i>none</i> | 10 | | | | | |

under the command of

Commander F. W. Dickens
Friday, May 25

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cool. Light breeze from N.W. Bright moonlight and starlight.
Black water at 3.30; ebbing to the ebb tide at 3.45.

W. A. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Light breeze from N.W. morning to N.W. Clear and cool. Ebb tide. Received
in board in Pay Dept. 70 lbs. fresh bread, 87½ lbs. fresh beef, 87½ lbs. fresh vegetables.

A. C. Gear
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and cool. Gentle to moderate breeze from N.W. West and N by N. At 9.30
mustered at quarters. At 9.50 called to General Quarters, divisions reporting in the following times:-
Navigator 3 minutes 10 seconds. After Order 5 minutes. 3d Division 5 minutes. 1st Division 5 minutes 50 seconds.
2d Division 6 minutes 40 seconds. Forward Order 6 minutes 45 seconds. Called away 1st then 2d. Refused
to fire for 1 minute each at a target 300 yards off. Then moved target in to 50 yards and fired
broadside with reserves for 1 minute. Temperature of magazine 73° forward 70° aft.

W. H. Taylor
Ensign U. S. N.

From Noon to 4 P.M.

Cloudy but pleasant. Moderate breeze from West to N.W. The First Cutter with the
starboard 1 per Hotchkiss, Lieut Black in charge and the Second Cutter with the port 1 per Hotchkiss, Ensign
Taylor in charge had morning practice toward the target, at a mean distance of 500 yards; 6 shots were
fired from each cutter. This completed the target practice.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle breeze to light air from N.W. At 5.0 o'clock tide turned
ebb. At 6.0 o'clock hoist light sails.

W. P. Bolson
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and damp. Light air from N.W. and West. Bright starlight. Black water
at 10.20; ebbing to the flood tide at 10.45.

W. A. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Moillon, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. | | TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Wind in India. | State of the Sea. |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|--|-----------------------------------|-----------------------------|---|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| Tidal Current | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | Ship's head | | | | | | | | | | | | | | |
| 1 | 0 | 6 | Black | SE by E. | West | | 2 | | | 29.93 | 67 | 67 | 64 | | | b.c. | cum. | 9 | |
| 2 | 0 | 4 | " | SE by E. | " | | 2 | | | 29.92 | 67 | 67 | 65 | | | " | cir. cum. | 9 | |
| 3 | | | Black | SE by E. | " | | 3 | | | 29.92 | 66 | 67 | 65 | | | " | " | 9 | |
| 4 | 0 | 6 | Ebb | SE by E. | " | | 2 | | | 29.92 | 66 | 66 | 64 | | | " | strat. | 9 | |
| 5 | 1 | 3 | " | SE by E. | SE. | | 2 | | | 29.96 | 66 | 66 | 63 | | | " | cir. strat. | 3 | |
| 6 | 1 | 5 | " | " | " | | 2 | | | 29.95 | 65 | 65 | 62 | | | " | strat. | 3 | |
| 7 | 1 | 4 | " | SE by E. | " | | 2 | | | 29.98 | 65 | 65 | 61 | | | " | " | 4 | |
| 8 | 1 | 4 | " | SE by E. | " | | 2 | | | 30.00 | 66 | 65 | 62 | | | " | " | 4 | |
| 9 | 0 | 4 | " | SE | " | | 2 | | | 30.04 | 69 | 68 | 65 | | | " | cir. cum. | 8 | |
| 10 | 0 | 2 | " | SE by E. | " | | 1 | | | 30.05 | 69 | 68 | 65 | | | " | " | 8 | |
| 11 | | | Black | Surging | " | | 2 | | | 30.06 | 70 | 69 | 66 | | | " | " | 8 | |
| Noon. | | | " | " | " | | 2 | | | 30.06 | 71 | 70 | 67 | | | " | " | 8 | |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R. 0 1 "
Longitude by D. R. 0 1 "
Latitude by observations of ☉ 0 1 "
Longitude by chronometer from Forenoon Observations of ☉ 0 1 "

Position at 3 A. M. Latitude by 0 1 "
Longitude by 0 1 "

Position at 3 P. M. Latitude by 0 1 "
Longitude by 0 1 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 1 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 1 " variation used, 0

Error of the Compass by Azimuth ☉ observed at , ship's head 0 1 " variation used, 0

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 1 " variation used, 0

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 850 "

Coal consumed during the preceding 24 hours, tons 960 lbs.

Coal remaining on hand at Noon, 94 " 130 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Wind in India. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|---|-------------------|
| 1 | 0 | 5 | Black | E. SE. | SE. | 2.3 | | | 30.06 | 74 | 72 | 70 | | b.c. | cir. cum. | 7 | |
| 2 | 1 | 4 | " | SE | " | 3 | | | 30.03 | 74 | 72 | 70 | | " | " | 6 | |
| 3 | 0 | 3 | " | East | " | 2 | | | 30.02 | 73 | 71 | 69 | | " | " | 6 | |
| 4 | 0 | 5 | Ebb | SE | SE to E. SE | 2 | | | 30.02 | 73 | 71 | 69 | | " | " | 6 | |
| 5 | 0 | 9 | " | SE by E. | E. SE. | 3 | | | 30.02 | 71 | 71 | 71 | | " | " | 6 | |
| 6 | 0 | 7 | " | SE by E. | " | 3 | | | 30.02 | 76 | 75 | 69 | | " | cir. cum. strat. | 6 | |
| 7 | 1 | 0 | " | " | " | 3 | | | 30.02 | 70 | 74 | 69 | | " | " | 6 | |
| 8 | 1 | 0 | " | " | " | 2 | | | 30.02 | 71 | 71 | 68 | | " | " | 8 | |
| 9 | 1 | 0 | " | " | Variable | 2 | | | 30.04 | 71 | 70 | 69 | | " | " | 8 | |
| 10 | 1 | 3 | " | SE | " | 2 | | | 30.04 | 71 | 71 | 70 | | " | " | 6 | |
| 11 | | | Black | E by N. | East | 0 | | | 30.04 | 71 | 71 | 70 | | " | cir. cum. | 6 | |
| Mid. | 0 | 0 | " | E by S. | SE. | 2 | | | 30.04 | 71 | 71 | 70 | | " | " | 1 | |

under the command of

Commander F. W. Dickens
Saturday, May 26

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Light to gentle breeze from West. Clear first part, partly cloudy last hour. Moon rose at 12.40. Tide turned ebb at 3.00.

G. R. Brown
Lieutenant U. S. N.

From 4 to 8 A. M.

Fair and cool. Gentle breeze from N. W. At 8.00 crossed light yard. Received in Bay Dept. 87 1/2 lbs. beef, 87 1/2 lbs. vegetables and 70 lbs. bread. Sent boys to swimming.

Montgomery W. Taylor
Ensign U. S. N.

From 8 A. M. to Noon.

Clear and pleasant. Light air and breeze from N. W. Barometer rising. General cleaning work about ship until 11.00 when went to quarters for bag inspection. Begun arranging to flood at 11.00. Temperature of magazine 73° forward, 70° aft. Discovered that Powder Pick had not fired and after at target, so sent him to range to fire and thus completed the target practice.

Roger Chellis Jr.
Ensign U. S. N.

From Noon to 4 P. M.

Clear and pleasant. Light to gentle breeze from N. W. Barometer falling. Allowed liberty party to go ashore. Dried awnings at 3.00.

N. P. Goldman
Ensign U. S. N.

From 4 to 8 P. M.

Fair to clear and pleasant. Gentle to light breeze from E. S. E. Ebb tide.

W. R. Ripston
Lieutenant U. S. N.

From 8 P. M. to Mid.

Light variable breeze and calms. Cloudy. Tide turned flood at 11.00.

G. R. Brown
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heat. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Underway Current. | State of the Sea. |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|---|--|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| Tidal Current | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | Ship's head | | | | | | | | | | | | | | | |
| 1 | 0 | 5 | Flow | E. S. E. | Calms | | 0 | | | 30.05 | 68 | 68 | 66 | b.c.w. | cum. strak | 7 | | | |
| 2 | 0 | 4 | " | " | " | | 0 | | | 30.05 | 68 | 68 | 66 | " | cir. cum. | 9 | | | |
| 3 | 0 | 4 | " | E. N. E. | N. N. W. | | 2 | | | 30.05 | 67 | 67 | 65 | b.w. | none. | 10 | | | |
| 4 | | | Black | E. by S. | N. E. | | 1-2 | | | 30.05 | 67 | 67 | 65 | b.c.w. | cum. strak | 9 | | | |
| 5 | | | Surging | to ebb tide | Calms | | 0 | | | 30.05 | 66 | 66 | 65 | b.c. | cir. strak | 8 | | | |
| 6 | 1 | 0 | Ebb | Ch. N. W. | S. S. W. | | 0-1 | | | 30.07 | 67 | 67 | 66 | " | " | 8 | | | |
| 7 | 1 | 2 | " | " | Calms. | | 0 | | | 30.07 | 69 | 68 | 67 | " | " | 9 | | | |
| 8 | 1 | 0 | " | " | S. E. | | 1 | | | 30.09 | 70 | 69 | 67 | " | " | 9 | | | |
| 9 | 1 | 0 | " | N. W. by N. | East | | 1-2 | | | 30.10 | 72 | 71 | 69 | " | " | 9 | | | |
| 10 | 1 | 2 | " | N. W. by N. | " | | 3 | | | 30.10 | 73 | 73 | 71 | " | cir. cum. | 9 | | | |
| 11 | 1 | 0 | " | N. E. by E. | " | | 3-4 | | | 30.10 | 74 | 74 | 71 | " | " | 8 | | | |
| Noon. | | | Black | E. S. E. | " | | 4 | | | 30.10 | 74 | 74 | 71 | " | strak | 7 | | | |

Course and distance made good since preceding noon by observations,

| | | | |
|---------------------|--|--------|---------|
| | Latitude by D. R. | knots. | tenths. |
| | Longitude by D. R. | 0 | 1 |
| Position at Noon: | Latitude by observations of ☉ | 0 | 1 |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | 1 |
| | Latitude by | 0 | 1 |
| Position at 3 A. M. | Longitude by | 0 | 1 |
| | Latitude by | 0 | 1 |
| Position at 3 P. M. | Longitude by | 0 | 1 |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, tons 880 lbs.

Coal remaining on hand at Noon, 93 " 1490 "

| | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|-------------|------------|-----|-------|----|----|----|----------|------------|---|--|--|--|--|--|--|--|
| P. M. | | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Flow | E. by S. | E. by S. | 2-3 | 30.08 | 74 | 74 | 71 | b.o.e.l. | cum. amb. | 4 | | | | | | | |
| 2 | 0 | 1 | " | S.E. by E. | " | 3 | 30.06 | 73 | 72 | 69 | " | " | 1 | | | | | | | |
| 3 | 0 | 1 | " | Surging | S.E. by E. | 3 | 30.06 | 73 | 72 | 69 | b.c.p. | " | 2 | | | | | | | |
| 4 | | | Black | " | South | 3 | 30.06 | 73 | 72 | 69 | c.c.p. | " | 0 | | | | | | | |
| 5 | 0 | 2 | Ebb | S. S. W. | " | 2 | 30.06 | 72 | 72 | 69 | " | " | 0 | | | | | | | |
| 6 | 0 | 8 | " | Ch. N. W. | " | 3 | 30.06 | 70 | 70 | 68 | b.c.w. | " | 1 | | | | | | | |
| 7 | 1 | 4 | " | N. W. by N. | " | 3 | 30.04 | 70 | 70 | 68 | " | " | 2 | | | | | | | |
| 8 | 1 | 6 | " | " | " | 3 | 30.04 | 70 | 70 | 68 | " | cum. strak | 7 | | | | | | | |
| 9 | 1 | 0 | " | " | " | 3 | 30.03 | 70 | 70 | 69 | b.c.m.b. | " | 7 | | | | | | | |
| 10 | 1 | 0 | " | N. W. | " | 3 | 30.03 | 70 | 70 | 69 | b.c. | " | 9 | | | | | | | |
| 11 | 0 | 5 | " | N. W. | " | 2 | 30.03 | 69 | 70 | 69 | " | " | 9 | | | | | | | |
| Mid. | | | Black | S.E. | " | 2 | 30.03 | 69 | 70 | 69 | " | " | 9 | | | | | | | |

under the command of

Commander F. M. Dickens
Sunday, May 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Air cool and very damp. Calm to light air from S. W. Moon rose at 1.30. Slack water at 4.00.

Montgomery W. Taylor
Ensign U. S. N.

From 4 to 8 A. M.

Clear, warm and pleasant. Calm and light variable air. Barometer rising. Ship swung to ebb tide about 4.30.

Roger Wells, Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Partly cloudy and pleasant. Light to moderate breeze from East. Towing to flood at 11.30. At 9.30 sounded call for divisional inspection and crew was mustered and inspected by divisional officers after which ship and crew were inspected by Commanding Officer. Temperature of magazines 74° forward, 70° aft.

N. J. Colman
Ensign U. S. N.

From Merid to 4 P. M.

Cloudy and cool with rain and passing showers during watch. Light to gentle breeze from E. by S. veering to S. E. by E. Flood tide. Started fire under boiler A at 1 P. M. for distilling purposes.

W. B. Caperton
Lieutenant U. S. N.

From 4 to 8 P. M.

Light to gentle breeze from South. Partly cloudy, clearing last hour. Ebb tide. Limited steam cutter. Started distilling with banked fire under boiler A at 6.00.

J. B. Caperton
Lieutenant U. S. N.

From 8 P. M. to Mid.

Air and cool. Light to gentle breeze from South. Lightning in heavy clouds around horizon. Towing to flood at 11.30. Distilling with banked fire under boiler A.

Montgomery W. Taylor
Ensign U. S. N.

J. B. McAllen, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor off Yorktown, Va. making passage to Navy Yard, Norfolk, Va. and thence to Dock Navy Yard, Boston.

| COURSES STEERED by Standard Compass. | | | | WIND. | | BAROMETER | | TEMPERATURE. | | state of the Weather, by symbols. | | Form of Clouds, by symbols. | | Form of Clear Sky, in Italian. | |
|---|---------|---------|-------------------------|--------------------------------|-----------------|-----------|----------|-------------------|-------------|--------------------------------------|----------|--------------------------------|-------------|--------------------------------|-------------------|
| Hour. | Minute. | Tenths. | Reading of Patent Log. | Direction by Standard Compass. | Force. | Heav. | Leveley. | Height in inches. | Ther. at d. | Air Dry. | Air Wet. | Water at Surface. | | | Page of the Book. |
| A. M. | | | | | | | | | | | | | | | |
| | | | <i>Under Current</i> | | | | | | | | | | | | |
| 1 | 0 | 4 | <i>Flow</i> | <i>Ship's head.</i> | <i>Balm</i> | 0 | | 30.03 | 68 | 68 | 67 | | <i>b.c.</i> | <i>cum stral.</i> | 7 |
| 2 | 0 | 8 | " | <i>East</i> | <i>South</i> | 1 | | 30.02 | 67 | 67 | 66 | | " | " | 8 |
| 3 | 0 | 6 | " | <i>SE</i> | " | 0-1 | | 30.01 | 66 | 66 | 65 | | <i>b.c.</i> | <i>none.</i> | 10 |
| 4 | 0 | 5 | " | <i>SE.</i> | " | 0-1 | | 30.01 | 65 | 65 | 64 | | <i>b.c.</i> | <i>cum stral.</i> | 9 |
| | | | <i>Black</i> | <i>Turning</i> | " | 0-1 | | 30.00 | 65 | 67 | 67 | | " | <i>stral.</i> | 9 |
| 6 | 0 | 3 | <i>Ebb</i> | <i>Sheet</i> | " | 1 | | 30.00 | 66 | 67 | 66 | | " | " | 9 |
| 7 | 1 | 0 | " | <i>W. S. S.</i> | " | 2 | | 30.01 | 67 | 67 | 66 | | " | <i>cir stral.</i> | 8 |
| 8 | 1 | 2 | " | " | " | 3 | | 30.02 | 69 | 68 | 66 | | " | <i>cum.</i> | 8 |
| 9 | 1 | 5 | " | <i>W. by N.</i> | <i>W. S. S.</i> | 3-4 | | 30.02 | 69 | 68 | 66 | | " | " | 7 |
| 10 | | | <i>Setting underway</i> | | <i>South</i> | 3 | | 29.99 | 73 | 73 | 68 | | " | " | 6 |
| 11 | | | <i>Standing down</i> | <i>York River</i> | " | 3-4 | | 29.98 | 74 | 73 | 68 | | " | " | 6 |
| Noon. | | | | | | | | | | | | | | | |
| | | | | | " | 3-4 | | 29.98 | 74 | 73 | 68 | | " | " | 7 |

Course and distance made good since preceding noon by observations.

| | | |
|---------------------|---|--|
| Position at Noon: | { | Latitude by D. R. |
| | | Longitude by D. R. |
| | | Latitude by observations of ☉ |
| | | Longitude by chronometer from Forenoon Observations of ☉ |
| Position at 5 A. M. | { | Latitude by |
| | | Longitude by |
| Position at 5 P. M. | { | Latitude by |
| | | Longitude by |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth \odot observed at _____, ship's head _____Deviation of the Compass by Azimuth \odot observed at _____, ship's head _____Error of the Compass by Azimuth \odot observed at _____, ship's head _____Deviation of the Compass by Azimuth \odot observed at _____, ship's head _____

Water expended during the preceding 24 hours, 400 gallons.

Water *distilled* during the preceding 24 hours, 800 "

Water remaining on hand fit for use at Noon, 800 "

Coal consumed during the preceding 24 hours, 3 tons 1200 lbs

Coal remaining on hand at Noon, 90 " 290 "

| | 2 | 8 | 15 | 9 | 36 1/2 | | 4 | 29 | 96 | 74 | 72 | 71 | Bo | cr. com. | 7 |
|-----|--------------|-----------|----|---|--------------------------------|--------------------|-----|----|----|----|----|----|-----------|----------|---|
| 1 | 5 | 0 | 20 | 7 | 35 1/2 | 36 | 4 | 29 | 96 | 74 | 72 | 71 | | cr. com. | 7 |
| 2 | 2 | 7 | 25 | 6 | 35 1/2 | | 4 | 29 | 94 | 74 | 76 | 71 | | cr. com. | 4 |
| 3 | 7 | 0 | 32 | 0 | 30 1/2 | Flaming up channel | 4 | 29 | 90 | 78 | 78 | 71 | | | 4 |
| 4 | 7 | 0 | 34 | 0 | to Intake tunnel, 100 ft. long | | 4 | 29 | 90 | 78 | 78 | 71 | | | 4 |
| 5 | Moved to 2nd | Very good | | | Fly E | | 3 | 29 | 90 | 78 | 78 | 71 | b c d | cr. com. | 4 |
| 6 | | | | | West | | 3-9 | 29 | 94 | 70 | 70 | 66 | b c d b b | | 2 |
| 7 | | | | | East | | 0-1 | 29 | 95 | 70 | 70 | 66 | b c d | | 2 |
| 8 | | | | | W. S. H. | | 0-1 | 29 | 95 | 70 | 70 | 66 | o c c | | 0 |
| 9 | | | | | | | 0-1 | 29 | 95 | 70 | 70 | 66 | o c d b | | 0 |
| 10 | | | | | | | 0-1 | 29 | 96 | 70 | 70 | 66 | | | 0 |
| 11 | | | | | | | 4-6 | 29 | 97 | 69 | 69 | 65 | o c g n | | 0 |
| Mid | | | | | | | 4-6 | 29 | 97 | 64 | 63 | 60 | | | 0 |

under the command of

of Commander F W Dickins
Monday May 28

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Clear and pleasant. Calms and light airs from E. with. Barometer falling. Ship riding to flood tide. Distilling with banked fire under boiler A.

Roger Waller, Jr.
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light snow to gentle breeze from South. At 5 o'clock started fire in boiler C and D. Distilling still banked fire under boiler F. Regged in swinging frame and topped in both cutters, ran off fat and fish, took in great line and put steaming corn on main yard.

N. Y. Coleman
McC. Eugene A. F. H.

From 8 A.M. to Merid.

Clear, warm and pleasant. Gentle to moderate breeze from S by W. and South. Ebb tide. Mustered at quarters at 9.30 A.M. At 9.37 called all hands up anchor" at 10.02 hove up anchor and started ahead on engines slowly. Standing out of Yorktown harbor and down York River the Captain at the con. At 10.30 at flying jib, "jib" for forward staysail, main topsail and spinnaker, and at 11.15 took klemm in. At 10.45 Dr. Waresen left, and York Spit left. on range. At 11.44 York Spit Light on port beam, bearing 46.6 light (mag) distant about 1 1/2 miles: set course S by E (p. c.) - plotted log reading 13.1 miles. Ship's draught 13' 02" forward 16' 41" aft. Average stream 5.6. Average revolutions 15. Perspective of magazines 75° forward, 70° aft.

W. B. Caperton
Lieutenant U. S. A.

From Merid. to 4 PM

Prostrate deep from SE and South. Fair and warm. At 12.15 took light and lay
was on range, patent log 15.9. At same time changed crew to FFB 1/2 (p.c.) At 12.35 Black River Light brk
A 9% 3/4% and Thistle Light F 9% 3/4%. At 1.00 Black River Light brk A by 4. and Thistle Light F% 1/2%
At same time changed crew to FFB 3/4 (p.c.) At 1.15 changed crew to F% 1/2 (p.c.) At 1.25 to F% 1/2, and
at 2.00 to A. by 4. and took up channel for Forties Minor Passed Rip Rap at 2.55 After that standing up
River for Forties the Commanding Officer running Landed w patent log at 4.01 reading 39.0 Average stream
58 lbs. Revolution 14.5. Bunkers gang engaged in unloading and lubricating 4 and monitors 14.0 12 and 14.5
At 1.30 stopped engine to refuel, bunkers. Fuel aboard again at 1.38.

Geo. R. Cook,
Lieutenant U. S. A.

From 4 to 8 PM

Cloudy and raining with wind lightning. Calm to gentle breeze from varying directions. At 5:30 very heavy squall from West, carrying away tin-blinds on dock. Quilt part standing up river to Navy Yard. Made Umbra to Franklin. At 4:45 got alongside Navy Yard dock and at 7:00 had ship secured. Commencing. Officer left ship to report ships arrival to the Commodore. Allowed fire to die out under boilers L and D. and banded ship under holes A. At 5:00 started evaporator.

Montgomery A. Tappan
Essex Co. N. Y.

From 8 P.M. to Mid

Overcast, equally and rainy. Light air from N. E. and calms first two hours to moderate to fresh breeze from N. W. to N. E. last two hours, the temperature falling rapidly when wind shifted to Northward. Barometer rising. Drizzling with hatched fog under solar.

Roger Welles. Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard Norfolk, Va.

Third Rate,

| Hours. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|--------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|-------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | <i>Moved to Dock</i> | | <i>N. N. W.</i> | 4-6 | | | 29.98 | 61 | 61 | 58 | 0 c. g. v. | <i>cum. uncl.</i> | 0 | |
| 2 | | | | | " | 4-6 | | | 29.98 | 60 | 60 | 57 | 0 c. g. | " | 0 | |
| 3 | | | | | " | 4-6 | | | 29.98 | 59 | 59 | 55 | " | " | 0 | |
| 4 | | | | | " | 4-6 | | | 29.99 | 59 | 59 | 55 | b. c. | " | 3 | |
| 5 | | | | | " | 4 | | | 30.00 | 59 | 58 | 54 | " | <i>cir cum.</i> | 5 | |
| 6 | | | | | " | 3 | | | 30.02 | 57 | 58 | 53 | " | " | 6 | |
| 7 | | | | | " | 2-3 | | | 30.04 | 58 | 59 | 56 | " | <i>cum.</i> | 8 | |
| 8 | | | | | " | 3 | | | 30.05 | 59 | 60 | 57 | " | " | 6 | |
| 9 | | | | | <i>North</i> | 3-4 | | | 30.10 | 61 | 61 | 57 | " | " | 8 | |
| 10 | | | | | " | 4 | | | 30.12 | 62 | 62 | 57 | " | " | 9 | |
| 11 | | | | | <i>N. N. E.</i> | 3 | | | 30.13 | 63 | 63 | 57 | " | " | 9 | |
| Noon. | | | | | " | 3 | | | 30.13 | 64 | 64 | 58 | " | " | 9 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | |
|---------------------|--|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " |
| | Longitude by D. R. | 0 | " |
| | Latitude by observations of ☉ | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water *distilled* during the preceding 24 hours,

700 "

Water remaining on hand fit for use at Noon,

1100 "

Coal consumed during the preceding 24 hours,

1 TON 2080 lbs.

Coal remaining on hand at Noon,

88 " 450 "

| | | | | | | | | | | | | | | | | |
|-------|--|--|----------------------|--|-----------------|-----|--|--|-------|----|----|----|-------|-----------------|----|--|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | | | <i>Moved to Dock</i> | | <i>N. N. E.</i> | 3 | | | 30.13 | 64 | 64 | 58 | b. c. | <i>cir cum.</i> | 9 | |
| 2 | | | | | " | 3 | | | 30.13 | 67 | 66 | 58 | " | " | 9 | |
| 3 | | | | | <i>North</i> | 2 | | | 30.14 | 68 | 68 | 59 | " | " | 9 | |
| 4 | | | | | <i>E. N. E.</i> | 2 | | | 30.16 | 68 | 68 | 60 | " | " | 9 | |
| 5 | | | | | " | 0-1 | | | 30.16 | 68 | 68 | 60 | " | " | 9 | |
| 6 | | | | | <i>East</i> | 0-1 | | | 30.08 | 67 | 67 | 61 | b. | <i>none</i> | 10 | |
| 7 | | | | | <i>S. E.</i> | 2 | | | 30.08 | 67 | 65 | 60 | " | " | 10 | |
| 8 | | | | | " | 2-3 | | | 30.08 | 65 | 63 | 59 | b. c. | <i>cir cum.</i> | 9 | |
| 9 | | | | | " | 0-1 | | | 30.08 | 58 | 61 | 58 | b. | <i>none</i> | 10 | |
| 10 | | | | | " | 0-1 | | | 30.10 | 57 | 60 | 57 | " | " | 10 | |
| 11 | | | | | " | 0-1 | | | 30.10 | 56 | 60 | 57 | " | " | 10 | |
| Mid. | | | | | " | 0-1 | | | 30.10 | 55 | 59 | 56 | " | " | 10 | |

under the command of

Commander F. O. Dickens
Tuesday May 29

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast, cloudy and squally, with rain at times. Moderate to fresh breeze from N. N. W. Barometer steady.

N. T. Hoffman
Ensign U. S. N.

From 4 to 8 A.M.

Fair and cool. Light to moderate breeze from N. N. W. At 8.00 loaded sail

Montgomery W. Taylor
Ensign U. S. N.

From 8 A.M. to Merid.

Clear, cool and pleasant. Gentle breeze from North to N. W. Barometer rising. At 9.30 mustered at quarters, and drilled the gun and Powder divisions until 10.30; From 10.45 to 11.45 the 1st and 2nd watches had signals and the 3rd watch sails and spars. Delivered to Asst. Paymaster T. L. Lick the O. P. N. orders from the Navy Dept. to proceed to Washington and report at noon May 31st, to the President of the Evening Board for examination for promotion. At 11.20 the Commanding Officer left the ship to pay an official call to the Commanding Officer of the U. S. S. Detroit. Distilling with backed fire in boiler A. Temperature of magazine 73° forward, 70° aft. Tested magazine flood coxide and found them in working order.

Roger Welles Jr.
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle to light breeze from E. S. E. to North. Barometer rising. At 1.15 fueled sail, set blow hammerco girtlines. From 1.30 to 3.30, 1st and 2nd Companies of apprentices were drilled at infantry in the yard. Gunner's gang overhauled and lubricated No 4th II inch R. O. Gun Barrels. At 1.30 stopped distilling and allowed fire to die out in boiler A. O. Dan Rye's (App 3 c) was transferred to U. S. Naval Hospital, Norfolk, Va. for treatment.

N. T. Hoffman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Calm and light air and breeze from E. S. E. to S. E. G. J. Shaw (Blacksmith) left the ship on five days leave of absence. Received Alas. Kemp (Sail), J. Tourville (Newells), J. J. Wilson (Sail) and Aug. Wilson (S. 1 c) with bags and hammocks and necessary papers from the Receiving Ship Franklin.

Roger Welles Jr.
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Calm to light air from S. E. Barometer steady.

N. T. Hoffman
Ensign U. S. N.

Examined and found to be correct.

J. B. Mellen,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|-------|-------|--------|-----------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|-------------------|
| Hour. | Knots | Tenths | Reading of Patent Log | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force | Heel. | Leeway. | Barometer | | Temperature. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction of Wind, by 10ths. | State of the Sea. | |
| | | | | | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | SE. | 2-3 | | | 30.10 | 56 | 58 | 55 | b. | none | 10 | | |
| 2 | | | | | " | 2-3 | | | 30.10 | 56 | 58 | 55 | " | " | 10 | | |
| 3 | | | | | " | 2-3 | | | 30.11 | 56 | 58 | 55 | " | " | 10 | | |
| 4 | | | | | " | 1-2 | | | 30.12 | 56 | 58 | 55 | b.c. | sum. stat. | 9 | | |
| 5 | | | | | " | 2 | | | 30.07 | 57 | 57 | 54 | " | cir. cum. | 5 | | |
| 6 | | | | | " | 2 | | | 30.08 | 59 | 59 | 56 | " | cum. | 1 | | |
| 7 | | | | | " | 2 | | | 30.08 | 63 | 61 | 59 | " | cir. cum. | 2 | | |
| 8 | | | | | " | 2 | | | 30.08 | 65 | 63 | 60 | " | cum. | 3 | | |
| 9 | | | | | " | 2 | | | 30.08 | 67 | 66 | 62 | " | mist. stat. | 2 | | |
| 10 | | | | | SE | 2 | | | 30.08 | 68 | 67 | 62 | " | " | 1 | | |
| 11 | | | | | " | 2-3 | | | 30.08 | 70 | 69 | 65 | " | " | 2 | | |
| Noon. | | | | | East | 2-3 | | | 30.07 | 71 | 70 | 67 | " | " | 1 | | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|---------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

300 "

Water remaining on hand fit for use at Noon,

1000 "

Coal consumed during the preceding 24 hours,

1 tons 12 80 lbs.

Coal remaining on hand at Noon,

86 " 14 10 "

| | | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|---------------|------|-----|--|--|-------|----|----|----|--|--|----------------|-----------|---|--|--|
| P. M. | | | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | East | 2-3 | | | 30.05 | 71 | 70 | 67 | | | o. c. p. | cum. umb. | 0 | | |
| 2 | | | | | " | 2-3 | | | 30.03 | 71 | 70 | 67 | | | " | " | 0 | | |
| 3 | | | | | SE | 1 | | | 30.01 | 70 | 71 | 69 | | | o. c. | " | 0 | | |
| 4 | | | | | " | 2-3 | | | 30.00 | 72 | 72 | 70 | | | " | " | 0 | | |
| 5 | | | | | " | 3 | | | 30.00 | 71 | 70 | 69 | | | o. c. p. | " | 0 | | |
| 6 | | | | | " | 2 | | | 29.96 | 68 | 67 | 66 | | | " | " | 0 | | |
| 7 | | | | | SE | 2 | | | 29.96 | 68 | 67 | 66 | | | b. c. | " | 2 | | |
| 8 | | | | | " | 2 | | | 29.95 | 67 | 67 | 65 | | | o. c. p. | " | 0 | | |
| 9 | | | | | SE | 2 | | | 29.94 | 68 | 69 | 67 | | | " | " | 0 | | |
| 10 | | | | | " | 2 | | | 29.93 | 68 | 69 | 67 | | | o. c. p. b. c. | mist. | 0 | | |
| 11 | | | | | " | 2-5 | | | 29.93 | 68 | 69 | 67 | | | " | " | 0 | | |
| Mid. | | | | | " | 2-3 | | | 29.93 | 68 | 69 | 67 | | | " | " | 0 | | |

under the command of

Commander F. W. Dickins
Wednesday, May 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moon rose about 130

Clear and cool. Light air to gentle breeze from S.E. Bright starlight.

W. R. Caperton,
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy but pleasant. Light breeze from S.E. Barometer steady. Records in Pay Dept. 72 lbs. bread, $9\frac{1}{4}$ lbs. vegetables, and 9.4 lbs. lard, the latter was very poor but came within the contract, so passed inspection.

Roger Ueller Jr.,
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy and threatening. Light to gentle breeze from S.E. to East. Barometer steady. Commanding Officer of this ship paid an official visit to the Commanding Officer of the U. S. S. Raleigh. At 9.30 mustered and inspected at quarters. Issued monthly money to apprentices. Temperature of magazine 72° forward, 70° aft.

N. P. Robinson,
Ensign U. S. N.

From Noon to 4 P.M.

Cloudy with passing showers first two hours of watch. Light to gentle breeze from East veering to S.E. At 1.30 paraded the Infantry Companies and at 2 P.M. sent them ashore in charge of Lieut. L. B. Clark and Ensign Roger Ueller Jr., to form part of a battalion which took part in the decoration at the cemetery in the grounds of U. S. Naval Hospital. Issued monthly money to the crew.

W. R. Caperton,
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and with rain at times. Thunder and occasional flashes of lightning. Gentle to light breeze from S.E. to S. Barometer falling. The Infantry Companies returned on board at 4.45. Asst Paymaster J. H. Hicks U. S. N. left the ship to report to the Pay Dept. at Washington D.C. for examination for promotion.

N. P. Robinson,
Ensign U. S. N.

From 8 P.M. to Midnight.

Cloudy with very heavy fall of rain in squalls after 9.40 P.M. until end of watch. Light to gentle breeze with stiff squalls about 9.45 P.M. from S.E.

W. R. Caperton,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

Third Rate,

Course and distance made good since preceding noon by observations,

Current during the time, knots tenths per hour, setting to the

4386

under the command of

Commander F. H. Dickens
Thursday, May 31

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Light to moderate breeze from S.E. and South. Overcast and equally with rain last hour.

W. R. Beach
Lieutenant U. S. N.

From 4 to 8 P. M.

Overcast and raining. Calm to light breeze from N. E. W. Barometer rising. Receipts on board in Dept. of Supplies and Accounts the following fresh provisions 90 lbs. meat 9 1/4 lbs. vegetables 72 lbs. bread.

N. A. Lockman
Ensign U. S. N.

From 8 A. M. to Present.

Cloudy and raining nearly all of watch. Light to gentle breeze from N. E. W. moving to South last hour. At 9:30 mustered at Quarters. Parade for drills and instruction was suspended on account of rain. Saw workmen from the Yard at work on board in the Steam Engineering Department. Temperature of magazine forward 72°; aft 70°.

W. R. Caperton
Lieutenant U. S. N.

From Present to 4 P. M.

Gentle breeze to light air from S. by E. and S. N. W. Overcast with light passing rain showers last hour. Loaded coal at 1:30. At 3:00 fueled sail and cut down topgallant and royal yards. Saw men from the Yard at work in Engine Dept. and four in Construction Dept. examining mast and rigging of mizzen mast and capstan. Receipts on board in Equipment Dept. from water tug 2200 gallons of fresh water, after it was tested by the Surgeon.

W. R. Beach
Lieutenant U. S. N.

From 4 to 8 P. M.

Cloudy, with a moderate rain squall last hour. Wind light from N. E. J. E. Tamm (L. N.) left the ship on five days leave from to-day; and Thomas Perry (L. N. 2c) left the ship on seven days leave from June 1st. Saw men from the Yard at work on board until 5 P. M. as in previous watch.

W. R. Caperton
Lieutenant U. S. N.

From 8 P. M. to Present.

Stiff to light breeze blowing in puffs from S. by N. and N. W. Overcast and cool with passing rain showers, partly clearing last hour.

W. R. Beach
Lieutenant U. S. N.

Approved:

F. H. Dickens
Commander, U. S. N., Comdg.

Examined and found to be correct.

J. B. McIlwain
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock Navy Yard, Norfolk, Va

Third Rate,

| Hour. | Miles. | Tenths. | Reading of Patent Log | COURSE STEERED by Standard Compass. | WIND | | Force. | Heel. | Leeway | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|-----------------------|-------------------------------------|--------------------------------|--|--------|-------|--------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N. E. | | 3 | | | 29.94 | 60 | 57 | 54 | | b. | now | 10 | |
| 2 | | | | | - | | 3 | | | 29.94 | 59 | 56 | 53 | | - | - | 10 | |
| 3 | | | | | - | | 3 | | | 29.94 | 58 | 55 | 52 | | - | - | 10 | |
| 4 | | | | | - | | 3 | | | 29.94 | 57 | 54 | 52 | | b.c. | cumulated | 9 | |
| 5 | | | | | N. E. | | 2 | | | 29.98 | 54 | 54 | 51 | | - | at. cumulated. | 5 | |
| 6 | | | | | - | | 2 | | | 29.98 | 55 | 53 | 51 | | - | - | 6 | |
| 7 | | | | | - | | 2 | | | 30.00 | 55 | 54 | 50 | | - | - | 8 | |
| 8 | | | | | West. | | 2 | | | 30.00 | 58 | 56 | 52 | | - | at. cum. | 9 | |
| 9 | | | | | - | | 1.2 | | | 30.00 | 59 | 59 | 53 | | - | - | 8 | |
| 10 | | | | | - | | 1.2 | | | 30.01 | 60 | 61 | 54 | | - | - | 9 | |
| 11 | | | | | South | | 3 | | | 30.01 | 66 | 65 | 56 | | - | - | 8 | |
| Noon. | | | | | S. E. | | 3 | | | 30.01 | 68 | 67 | 58 | | - | - | 8 | |

Course and distance made good since preceding noon by observations.

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|----------|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | - | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | - | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | - | " |
| variation used, | 0 | " | |
| Water expended during the preceding 24 hours, | 4 00 | gallons. | |
| Water secured during the preceding 24 hours, | 2 200 | - | |
| Water remaining on hand fit for use at Noon, | 2 400 | - | |
| Coal consumed during the preceding 24 hours, | tons 4 00 | lbs. | |
| Coal remaining on hand at Noon, | 86 - 6 10 | - | |

| | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|---------------|-------|--|-----|--|--|-------|----|----|----|--|------|----------|----|--|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N. E. | | 3 | | | 29.96 | 70 | 69 | 60 | | b.c. | at. cum. | 8 | |
| 2 | | | | | - | | 3 | | | 29.94 | 70 | 69 | 60 | | - | - | 8 | |
| 3 | | | | | S. E. | | 3.4 | | | 29.93 | 70 | 69 | 60 | | - | - | 8 | |
| 4 | | | | | - | | 3.4 | | | 29.92 | 70 | 69 | 60 | | - | - | 8 | |
| 5 | | | | | - | | 3 | | | 29.92 | 70 | 69 | 59 | | - | - | 5 | |
| 6 | | | | | - | | 3 | | | 29.92 | 69 | 67 | 59 | | - | - | 4 | |
| 7 | | | | | - | | 2.3 | | | 29.92 | 69 | 67 | 59 | | - | - | 4 | |
| 8 | | | | | - | | 2.3 | | | 29.92 | 69 | 67 | 59 | | - | - | 4 | |
| 9 | | | | | - | | 2 | | | 29.97 | 66 | 66 | 58 | | - | - | 5 | |
| 10 | | | | | - | | 2 | | | 29.98 | 66 | 66 | 58 | | - | - | 9 | |
| 11 | | | | | - | | 2 | | | 29.97 | 65 | 66 | 60 | | b. | now | 10 | |
| Mid. | | | | | - | | 3 | | | 29.97 | 64 | 63 | 59 | | - | - | 10 | |

under the command of

Commander F. W. Dickens
Friday, June 1

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair and cool. Gentle breeze from N.W.

Montgomery W. Sawyer

Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light breeze from N.W. At 6.45 lowered sail to dry and unroll gear for survey. Received in Dept. of Supplies and Accounts 914 lbs. fresh beef, 914 lbs. fresh vegetables, and 84 lbs. of bread for issue to crew.

W. J. Caperton
Lieutenant U. S. N.

From 8 A.M. to Noon

Light air to gentle breeze from West, South and S.W. Fair and pleasant. Mustered crew at quarters at 9.30. E. O. Keph (Cox) was about overtime. Men from the Yard were at work on board as follows: Six in Engineer Dept: seven in Construction; two apiece makers, and fourteen caulkers. Lieut. W. B. Caperton U. S. N. in obedience to orders of the Department, reported in the Yard to Lieut. Comdr. E. A. Ricknell U. S. N. for duty on a General Court-Martial. This duty was in addition to his present duties. E. O. Keph (Cox) returned on board 3 1/2 hours overtime. A Board of Survey of which Commander Frank H. Allen, U. S. N. was Senior Member, held at 11 A.M. on various pieces of running gear. Lieut 3rd Division of apprentices, in charge of Divisional Officer, to visit ship building at Navy Yard. Examined Forward and After Powder divisions at Infantry. Temperature of magazine 72° forward, 69° aft.

W. R. Beach
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and cool. Gentle to moderate breeze from N.W. and S.W. 17 Caulkers at work on deck; 10 people in Dept. of Construction and Repair and 5 in Dept. of Steam Engineering. W. L. Lightfoot (Assistant) and J. Keller (Bk. 10) left ship on five days leave. Examined 1st and 3rd watches at signals and sent 1st watch to visit ships in charge of an officer. Rove off gear that had been suspected during former. Rebut light sails.

Montgomery W. Sawyer

Ensign U. S. N.

From 4 to 8 P.M.

Light to gentle breeze from S.W. Cloudy and pleasant. Yard men hurried off work at 5.00. Sent a liberty party of men ashore. Lieut. Comdr. E. M. Allen, U. S. N., left the ship on one week's leave. At 4.10 furled sail.

W. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight

Fair, cool and pleasant. Light breeze from S.W.

Montgomery W. Sawyer

Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

LOG of the UNITED STATES *Ship Essex.*
Moved to Dock, Navy Yard, Norfolk, Va

Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Force. | Heav. | Lowest. | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Preva of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|-----|--------|-------|---------|-------------------|-------------|--------------|----------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air dry. | Air Wet. | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | SE by E | 3 | | | | 29.97 | 64 | 63 | 59 | b. | none | 10 | |
| 2 | | | | | " | 3 | | | | 29.97 | 64 | 63 | 59 | " | " | 10 | |
| 3 | | | | | " | 3 | | | | 29.98 | 64 | 63 | 59 | " | " | 10 | |
| 4 | | | | | " | 3 | | | | 29.94 | 64 | 63 | 59 | " | " | 10 | |
| 5 | | | | | " | 2 | | | | 29.91 | 57 | 57 | 57 | b.c. | cum | 9 | |
| 6 | | | | | " | 2 | | | | 29.89 | 57 | 57 | 57 | b. | none | 10 | |
| 7 | | | | | " | 2 | | | | 29.90 | 60 | 60 | 56 | " | " | 10 | |
| 8 | | | | | " | 2-3 | | | | 29.90 | 60 | 60 | 56 | b.c. | cum strab | 9 | |
| 9 | | | | | " | 2-3 | | | | 29.92 | 71 | 67 | 60 | " | " | 9 | |
| 10 | | | | | SE by E | 2-3 | | | | 29.92 | 71 | 71 | 62 | " | " | 9 | |
| 11 | | | | | " | 3 | | | | 29.90 | 75 | 73 | 63 | " | " | 9 | |
| Noon. | | | | | " | 3 | | | | 29.90 | 76 | 74 | 64 | " | " | 9 | |

Course and distance made good since preceding noon by observations.

| Course and distance made good since preceding noon by observations, | | knots. | tenths. |
|---|--|--------|---------|
| Position at Noon: | { Latitude by D. R. | 0 | " " |
| | { Longitude by D. R. | 0 | " " |
| | { Latitude by observations of ☉ | 0 | " " |
| | { Longitude by chronometer from Forenoon Observations of ☉ | 0 | " " |
| Position at 8 A. M. | { Latitude by | 0 | " " |
| | { Longitude by | 0 | " " |
| Position at 8 P. M. | { Latitude by | 0 | " " |
| | { Longitude by | 0 | " " |

| | | | | | | | | | | |
|-------|---------------|--------|-----|-------|----|----|----|------|----------------|----|
| P. M. | | | | | | | | | | |
| 1 | Moved to Dock | A. Fox | 3 | 29.90 | 79 | 77 | 66 | b.c. | cir. am. stat. | 9 |
| 2 | | Fox | 3 | 29.90 | 80 | 77 | 66 | | cir. am. | 8 |
| 3 | | " | 3 | 29.90 | 80 | 78 | 66 | " | " | 9 |
| 4 | | " | 3 | 29.90 | 80 | 78 | 66 | " | " | 9 |
| 5 | | " | 3 | | | 78 | 66 | " | " | 9 |
| 6 | | " | 3 | | | 78 | 66 | " | " | 8 |
| 7 | | " | 3 | | | 78 | 66 | " | " | 8 |
| 8 | | " | 3 | | | 76 | 64 | " | " | 8 |
| 9 | | F. Fox | 2 | | | 72 | 65 | " | " | 9 |
| 10 | | " | 2.3 | | | 71 | 64 | b. | none | 10 |
| 11 | | " | 2.3 | | | 69 | 63 | " | " | 10 |
| Mid. | | " | 2 | | | 68 | 63 | " | " | 10 |

under the command of

Commander F. W. Dickens
Saturday, June 2

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Clear, cool and pleasant. Gentle breeze from F. W. by N.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 A. M.

Light to gentle breeze from F. W. by N. Clear and pleasant. Landed sail at 8.00.

Accrued on board in Pay Dept. 72 lbs. bread, 58 lbs. meat, 85 lbs. vegetables.

Geo. R. Brown
Lieutenant U. S. N.

From 8 A. M. to Noon.

Fair and pleasant. Light to gentle breeze from F. W. by N. and N. E. W. At 8.00 Navy Yard workmen began work as follows: 14 caulkers, 10 shipwrights, 2 sparmakers and in the Engine room, 4 machinists and one helper. Landed 1st cutter on the deck. At 11.40 furled sail. Temperature of magazine 73° forward, 69° aft.

Montgomery W. Mayhew.
Ensign U. S. N.

From Noon to 4 P. M.

Clear and pleasant. Gentle breeze from N. E. W. to F. W. The following Navy Yard workmen employed on board: 4 machinists, 1 helper in Engine Dept. and 10 carpenters, 2 fasteners and 16 caulkers in Construction Dept. At 1.00 sent liberty men and apprentices on shore. Landed 'gig' on deck for repairs. Matthew Anderson (B. N. 2.0) left the ship on five days leave.

Roger Welles, Jr.
Ensign U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Gentle breeze from F. W. The following Navy Yard workmen engaged on board until 5 P. M.: 16 caulkers, 10 carpenters, 2 fasteners in Construction and 4 machinists and 1 helper in Engineering. Boys liberty party returned except S. John. Jm. Vescovo (En.) left the ship on five days leave.

Montgomery W. Mayhew
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear and pleasant. Light to gentle breeze from F. W. At 8.30 the Corporal at the gate brought S. John (App. 3.0) on board, reporting that he had taken him in custody at 5.30 for attempting to enter the gate when under the influence of liquor.

Roger Welles, Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

under the command of

Commander F. W. Dickens
Sunday June 3

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Calm to light breeze from S.W.

N. D. Hoffman
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Calm to light breeze from N. E. W. Records in Pay Dept.
88 lbs. beef, 88 lbs. vegetables and 78 lbs. bread.

Montgomery M. Neilson

Ensign U. S. N.

From 8 A.M. to Noon.

Clear, warm and pleasant. Gentle breeze from N. E. W. to N. by E. At 9.30 the Commanding Officer inspected the ship and crew at quarters, after which called all hands aft, published the Articles for the Government of the Navy and had general muster. C. Kuado (A. H. Cook) absent without leave. Temperature of mercury 72° forward, 69° aft. Failed to fill the boilers with fresh water from the hydrant at the yard.

Roger Welles, Jr.
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from N. E. W. At 3.30 held Divine Service, Chaplain Morrison from the U. S. S. Franklin officiating. Liberty party left the ship.

N. D. Hoffman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Calm. Light air from N. E. W. Liberty party of apprentices returned on board on time.

Roger Welles, Jr.
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant, distant lightning. Light to moderate breeze from N. E. W. to South.

N. D. Hoffman
Ensign U. S. N.

Examined and found to be correct.

J. B. Miller
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tide. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Wind, in knots. | State of the Sea. |
|-------|--------|-------|------------------------|-------------------------------------|--------------------------------|--------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at 4. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | <i>Moved to Dock</i> | <i>S. S. E.</i> | 2 | | <i>Taken down</i> | 71.66 | | | | <i>b.</i> | <i>none</i> | 10 | |
| 1 | | | | | " | 2 | | | 70.66 | | | | " | " | 10 | |
| 2 | | | | | " | 2 | | | 70.68 | | | | " | " | 10 | |
| 3 | | | | | " | 2 | | | 69.65 | | | | " | " | 10 | |
| 4 | | | | | " | 2 | | | 67.64 | | | | " | " | 10 | |
| 5 | | | | | " | 2 | | | 68.65 | | | | " | " | 10 | |
| 6 | | | | | " | 2 | | | 70.66 | | | | " | " | 10 | |
| 7 | | | | | " | 2 | | | 73.68 | | | | " | " | 10 | |
| 8 | | | | | <i>S. by E.</i> | 1-2 | | | 78.72 | | | | " | " | 10 | |
| 9 | | | | | " | 2 | | | 80.74 | | | | " | " | 10 | |
| 10 | | | | | " | 2 | | | 83.79 | | | | " | " | 10 | |
| 11 | | | | | <i>N. E. E.</i> | 2 | | | 85.83 | | | | " | " | 10 | |
| Noon. | | | | | | | | | | | | | | | | |

Course and distance made good since preceding noon by observations,

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | 0 | " |
| | Longitude by D. R. | 0 | 0 | " |
| | Latitude by observations of ☉ | 0 | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | 0 | " |
| | Longitude by | 0 | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | 0 | " |
| | Longitude by | 0 | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | 0 | " |

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

tons 400 lbs.

Coal remaining on hand at Noon,

85 - 1650 "

| | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|-----------------|-----|--|-------------------|-------|--|--|--|-----------|------------------|----|--|
| P. M. | | | | <i>Moved to Dock</i> | <i>N. E. E.</i> | 3 | | <i>Taken down</i> | 85.83 | | | | <i>b.</i> | <i>cir. cum.</i> | 9 | |
| 1 | | | | | " | 3 | | | 85.83 | | | | " | " | 9 | |
| 2 | | | | | " | 3 | | | 85.83 | | | | " | " | 9 | |
| 3 | | | | | " | 3 | | | 86.87 | | | | " | " | 8 | |
| 4 | | | | | " | 3 | | | 88.87 | | | | " | " | 8 | |
| 5 | | | | | " | 2 | | | 87.85 | | | | " | " | 8 | |
| 6 | | | | | " | 2 | | | 85.83 | | | | " | " | 8 | |
| 7 | | | | | " | 2 | | | 83.82 | | | | " | " | 8 | |
| 8 | | | | | " | 2 | | | 82.82 | | | | " | " | 8 | |
| 9 | | | | | " | 3 | | | 79.78 | | | | " | " | 9 | |
| 10 | | | | | <i>S. E.</i> | 3 | | | 78.77 | | | | <i>b.</i> | <i>none</i> | 10 | |
| 11 | | | | | " | 3-4 | | | 78.77 | | | | " | " | 10 | |
| Mid. | | | | | | | | | | | | | | | | |

Commander F. W. Dickens
Monday, June 4

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Bright starlight. Clouds light from S.W.
About 1 A.M. J. J. Horn (D. 1c) returned on board from liberty and when searched was found to have a bottle of aquitane liquor
in his possession

W. B. Caperton, Lieutenant U. S. M.

June 4 to 8 A. M.

Clear, warm and pleasant. Light breeze from S.W. Liberty men returned on time. Cured topsails and put them on the dock. Received in Pay Dept. 87 1/2 lbs. fresh beef, 87 1/2 lbs. fresh vegetables and 70 lbs. fresh bread.

Roger Welles Jr.
Ensign U. S. N.

From 8 A. M. to Merid

Clear and warm. Light breeze from S by N. to N by E. At 9.30 mustered at quarters. Sent 1st Division apprentices for instructions in the magazines and 2nd Division for instruction in the ships lying at the yard. E. J. Jones (Steward) returned from bar. The following men were engaged in work on board from the yard: In Construction Dept 29 men and in Engineers Dept 3 men. Temperature of magazines 70° forward, 70° aft. Record in Engin. Exempt Dept: - 3 Hemorrhoids (Air Temp) 1 Redness (Air shade), 1 Sunburn (Air shade), 1 Head (Sun), 1 Leg (Record), 1 Sinner.

D. G. Colman

N. T. Colman
Ensign U. S. A.

From Merid. to 4 P.M.

Gentle breeze from N. W. Clear and warm. The following Day yard workmen at work on board; 22 caulkers, 9 shipwrights, 2 machinists and 1 helper. Received on board the following stores in Equipment Dept.: 50 yds canvas. Saw nails: 57 yds canvas Black H., 15 lbs. Tinned Oil, 50 lbs. Brit Rope # 4, 206 Brit Rope # 5, 30 lb hemp Rope, 10 thereof, 6 lb hemp Rope 15 thereof, 8 lb. Conchies, 5 & lb. Manila 15 thereof, 50 lb Cordage, 34 lb. Spun Yarn 2 yw. 50 lb. Spun Yarn 3 yw., 6 lb. Machies 50 thereof, 100 Feet Reelers, 6 lb. the Gummated Cloth, 1 Bord Work, 4 dg Redd Canvas, 1 yd. Keanu, 1 dg. Cambletine, 2 yds, 250 yellow Lead Oil, 1 gallon Oats Port Oil, 20 Works, eagle, 4 dg Fish Hooks, 2 nails Red Zinc, 2 new Superfine Paper, and 200 Running Light Baskets. Turned in the following stores: 4 Force Fittles, 3 Port tubes, 1 Montague, 2 Tinty Cappings, 1 Water Reg., 4 Corking Bags, 6 New Saw and 8 Orange Rags. By order of Commanding Officer A. Macgregor (App. 30) was placed in solitary confinement on bread and water for three days for leaving ship and Day yard without permission. At 11:55 and 3^{1/2} Division of apparatus through the magazine and Portals and 1^{1/2} Division to the chug and through the ship at the entrance for instruction. Tided magazine flood coils and found them in working order.

J. B. Milton,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to light breeze from N. & N. E. The following Hay Yard workmen at work on brands until 5 P.M.: 12 caulkers, 9 shipwrights, 2 machinists and 1 helper.

N. T. Coltsman
Ensign U. S. A.

From 8 P.M. to Midnight.

Clear and pleasant. Bright starlight. Light to gentle breeze from N. E. and S. E.

W. B. Caperton.
Lieutenant U. S. A.

J. B. Millon,
Lieutenant U. S. M.

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | Barometer. | TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky, in degrees. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|-------------|-------------------|--------------|----------------|----------------|-----------------------------------|------------------------------|---------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | | Height in inches. | Ther. at 6'. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | SE by N. | 3 | | Taken down. | 75 | 77 | b. w. | | | none | 10 | |
| 2 | | | | | " | 3 | | | 73 | 73 | " | | | " | 10 | |
| 3 | | | | | " | 3 | | | 72 | 72 | " | | | " | 10 | |
| 4 | | | | | " | 3 | | | 72 | 72 | " | | | " | 10 | |
| 5 | | | | | SE | 2 | | | 70 | 69 | b. c. | | | com. | 8 | |
| 6 | | | | | " | 3 | | | 71 | 70 | " | | | " | 8 | |
| 7 | | | | | " | 3 | | | 73 | 71 | " | | | " | 6 | |
| 8 | | | | | " | 3 | | | 75 | 71 | " | | | " | 9 | |
| 9 | | | | | " | 3 | | | 78 | 73 | " | | | " | 9 | |
| 10 | | | | | " | 3 | | | 80 | 74 | " | | | " | 9 | |
| 11 | | | | | " | 3 | | | 82 | 75 | " | | | " | 9 | |
| Noon. | | | | | " | 3 | | | 84 | 75 | " | | | " | 9 | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R.
Longitude by D. R.
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by
Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *rec'd* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

| | | | | | | | | | | | | | | | | |
|-------|--|--|--|---------------|----------|-----|--|------------|----|----|----------|--|--|------------|----|--|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | SE | 3 | | Taken down | 85 | 76 | b. c. | | | com. | 7 | |
| 2 | | | | | " | 3 | | | 86 | 77 | " | | | " | 6 | |
| 3 | | | | | " | 3 | | | 86 | 77 | " | | | " | 7 | |
| 4 | | | | | " | 2.3 | | | 85 | 76 | " | | | " | 7 | |
| 5 | | | | | SE & NE | 2.4 | | | 85 | 76 | b. c. y. | | | com. wind. | 6 | |
| 6 | | | | | SE | 3.4 | | | 79 | 78 | " | | | " | 4 | |
| 7 | | | | | E. S. E. | 3.4 | | | 78 | 78 | b. c. | | | " | 4 | |
| 8 | | | | | " | 2.3 | | | 78 | 76 | " | | | " | 4 | |
| 9 | | | | | " | 2 | | | 74 | 71 | b. c. | | | " | 7 | |
| 10 | | | | | " | 2 | | | 74 | 72 | " | | | " | 7 | |
| 11 | | | | | " | 2 | | | 74 | 72 | b. c. | | | none | 10 | |
| Mid. | | | | | " | 2 | | | 74 | 72 | " | | | " | 10 | |

under the command of

Commander F. H. Dickens
Tuesday, June 5

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from S.W. by W. Heavy dew. Bright starlight.

G. R. Beaman
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and warm. Light to gentle breeze from S.W. Received on board in Dept. of Supplies and Accounts the following fresh provisions, 70 lbs. bread, 87½ lbs. meat and 87½ lbs. vegetables. At 5:00 started fire under boiler #1 to test the distilling apparatus.

N. D. Lockman
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and warm. Gentle breeze from S.W. Mustered at quarters at 9:30 A.M. H. Keats (Ch. R. Cook) was this day declared as deserter from the 3rd instant. J. A. Bantle (C. P. W.) absent on liberty. Received from the water boat 1900 gallons fresh water for ships use. The following men from the Navy Yard were at work during the week:- 21 caulkers, 9 shipwrights and 2 machinists. The 2nd Division of apprentices was instructed in the magazines of this vessel and the 3rd Powder and part of 1st Division were sent aboard ships lying at the Navy Yard and through the various shops in the Yard for instructions under the charge of an officer. Lieut. W. B. Caperton left the ship on General Boat Master duty, Asst. Paymaster F. H. Locks, R. I. N., returned on board to resume duties, having completed his examination in Washington D. C. Temperature of magazines 72° forward, 72° aft.

J. B. McIlhenny
Lieutenant U. S. N.

From Merid. to 4 P.M.

Gentle to light breeze from S.W. Fair and warm. Workmen from Yard at work on board as in preceding week. Received 1st and 2nd Companies at Infantry. Received on board in the Equipment and Construction Departments from the General Storekeeper of the Yard the following named stores:- Equipment Dept. 2 cases elated line. Construction Dept. 5 lbs. copper tacks 5", 50 lb. gum chisels, (hewn) 20 gallons alcohol, 2 lbs. burnt umbrs, 25 lbs. red lead (dry), 3 lbs. chrome green, 10 lbs. caulking cotton, 2 bars iron flat bar (x ½), 1 bar iron (round 1), 6 bars iron (round ½"), 2 lbs. burnt umbrs (oil), 50 feet white oak, 40 feet black walnut, transferred the accounts of P. J. Ree (Lds) and W. J. McNaughton (Lds) to the W. L. R. F. Franklin.

G. R. Beaman
Lieutenant U. S. N.

From 4 to 8 P.M.

Light to moderate breeze from N.E. and E.N.E. blowing in puffs. Cloudy and pleasant. Lieut. W. B. Caperton left the ship on leave of absence until the 9th.

J. B. McIlhenny
Lieutenant U. S. N.

From 8 P.M. to Mid.

Light breeze from E.N.E. Fair and cool. Lightning to N.W. and E.W.

G. R. Beaman
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Kinds. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Heel. | Leeway. | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Sky, in fathoms. | State of the Sea. | |
|-------|--------|---------|------------------------|---|-----------------------------------|--------|-------|---------|----------------------|----------------|-------------------|-------------------|--------------------------------------|---------------------------------|-------------------|----------------------|
| | | | | | Direction by Standard Compass. | Force. | | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | | | | Water at Surface. |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N. N. W. | 3-5 | | | Taken down | 72 | 70 | o. c. v. b. t. | numb. | 0 | | |
| 2 | | | | | " | 4 | | | | 70 | 68 | " | " | 0 | | |
| 3 | | | | | N. E. | 2 | | | | 68 | 66 | b. c. | cum. numb. | 9 | | |
| 4 | | | | | " | 2 | | | | 68 | 66 | " | " | 4 | | |
| 5 | | | | | " | 1-2 | | | | 70 | 69 | " | " | 6 | | |
| 6 | | | | | East | 1 | | | | 70 | 67 | " | cum. | 8 | | |
| 7 | | | | | " | 3 | | | | 69 | 67 | o. c. | cum. numb. | 0 | | |
| 8 | | | | | " | 3 | | | | 68 | 67 | " | " | 0 | | |
| 9 | | | | | " | 3 | | | | 68 | 67 | b. c. | " | 2 | | |
| 10 | | | | | " | 3 | | | | 68 | 67 | " | " | 2 | | |
| 11 | | | | | " | 3 | | | | 68 | 67 | " | " | 1 | | |
| Noon. | | | | | " | 3-4 | | | | 67 | 66 | o. c. w. | " | 0 | | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R.
Longitude by D. R.
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by
Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

P. M.

| | | | | | | | | | | | | | | | | | | |
|------|--|--|--|----------------------|-----------------|------------|--|------------------|--|--|--------------|--|--|-----------------------|-------------------|----------|--|--|
| 1 | | | | <i>Moved to Dock</i> | <i>N. N. E.</i> | <i>3-4</i> | | <i>Down down</i> | | | <i>67 65</i> | | | <i>o. c. w.</i> | <i>cum. numb.</i> | <i>0</i> | | |
| 2 | | | | | " | <i>3-4</i> | | | | | <i>67 65</i> | | | <i>o. c. g.</i> | " | <i>0</i> | | |
| 3 | | | | | " | <i>3-5</i> | | | | | <i>67 64</i> | | | <i>o. c. g. p.</i> | " | <i>0</i> | | |
| 4 | | | | | " | <i>3-4</i> | | | | | <i>66 63</i> | | | " | " | <i>0</i> | | |
| 5 | | | | | " | <i>3-4</i> | | | | | <i>64 62</i> | | | <i>o. c. g. b. t.</i> | " | <i>0</i> | | |
| 6 | | | | | <i>N. E.</i> | <i>2-3</i> | | | | | <i>64 62</i> | | | <i>b. c. w.</i> | " | <i>3</i> | | |
| 7 | | | | | <i>N. E.</i> | <i>2</i> | | | | | <i>64 62</i> | | | <i>o. c. w.</i> | " | <i>0</i> | | |
| 8 | | | | | " | <i>2</i> | | | | | <i>64 62</i> | | | " | " | <i>0</i> | | |
| 9 | | | | | " | <i>3-4</i> | | | | | <i>64 62</i> | | | <i>o. c. p.</i> | <i>numb.</i> | <i>0</i> | | |
| 10 | | | | | " | <i>3-4</i> | | | | | <i>64 62</i> | | | <i>o. c. g. b. t.</i> | " | <i>0</i> | | |
| 11 | | | | | " | <i>3-4</i> | | | | | <i>63 61</i> | | | " | " | <i>0</i> | | |
| Mid. | | | | | " | <i>3</i> | | | | | <i>63 61</i> | | | " | " | <i>0</i> | | |

under the command of

Commander F. W. Dickins
Wednesday, June 6

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle to fresh breeze from NE and N.W. Heavy rain squall first hour, clearing last half.

Montgomery W. Taylor

Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and pleasant. Gentle breeze from East. At 7.00 board sail to dry. Received on board in Dept. of Supplies and Accounts for ships company the following fresh provisions, 70 lbs. bread, 87½ lbs. beef, 87½ lbs. vegetables. Eggs bolt pulled through the bowsprit cap on the port side, when hauling out clothes line.

J. B. McAllen,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Gentle to moderate breeze from East. Cloudy and damp. Mustered crew at quarters at 9.30. Absent without leave, J. A. Barrett (C.P.). Exercised battalion at infantry drill. Men from the Yard at work as follows: 8 Shipwrights and 15 Caulkers. Received in Steam Engineering Dept. from the General Storekeeper of the Yard, 90 fuses for boilers. Temperature of magazines 70° found, 71° aft. Trained sail at 11.30.

Geo. R. Beaman
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy. Raining last half. Gentle to fresh breeze from N.W. 8 Shipwrights and 15 Caulkers at work about ship. Unshipped bowsprit cap and found it very rotten. Exercised 3^d watch at signals, 1st and 2nd watches working on board. Asst. Paymaster F. A. Keck reported his return from Washington, his examination having been completed. Received in Engineers Dept. 200 gallons lubricating oil.

Montgomery W. Taylor

Ensign U. S. N.

From 4 to 8 P.M.

Moderate to light breeze from N.W. to E.W. Overcast with rain during first hour. J. Schley (B.M.I.C.) returned from leave. J. A. Barrett (C.P.) returned 34 hours overtime. Navy Yard workmen knocked off work at 5.00.

Geo. R. Beaman
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Raining whole watch with thunder and lightning. Gentle to moderate breeze, blowing equally from N.W.

Montgomery W. Taylor

Ensign U. S. N.

J. B. McAllen,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. | | TEMPERATURE. | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prev. or Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|----------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N E. | | 3 | | | Taken down | 60 59 | | | | O. c. n. | uncl. | | 0 | |
| 2 | | | | | " | | 3 | | | | 59 58 | | | | " | " | | 0 | |
| 3 | | | | | " | | 3 | | | | 58 57 | | | | " | " | | 0 | |
| 4 | | | | " | " | | 3 | | | | 58 57 | | | | " | " | | 0 | |
| 5 | | | | | N E. | | 3.4 | | | | 57 55 | | | | O. c. n. | cir. cum. | | 0 | |
| 6 | | | | | " | | 2 | | | | 57 55 | | | | b. c. | strat. | | 6 | |
| 7 | | | | | N E. | | 3 | | | | 57 55 | | | | " | cum. | | 7 | |
| 8 | | | | | " | | 2 | | | | 59 57 | | | | " | " | | 8 | |
| 9 | | | | | " | | 2 | | | | 62 59 | | | | " | " | | 7 | |
| 10 | | | | | " | | 2 | | | | 64 60 | | | | " | " | | 9 | |
| 11 | | | | | N. N. E. | | 3 | | | | 65 60 | | | | " | " | | 9 | |
| Noon. | | | | | " | | 2 | | | | 65 60 | | | | " | " | | 9 | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R. knots. tenths.
 { Longitude by D. R. 0 "
 { Latitude by observations of ☉ 0 "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 "

Position at 8 A. M. { Latitude by 0 "
 { Longitude by 0 "

Position at 8 P. M. { Latitude by 0 "
 { Longitude by 0 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2000 "

Coal consumed during the preceding 24 hours, tons 320 lbs.

Coal remaining on hand at Noon, 84 " 770 "

| | | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|---------------|------|--|-----|--|--|-------|----|----|----|--|----------|-----------|----|--|--|
| P. M. | | | | | | | | | | | | | | | | | | | |
| 1 | | | | Moved to Dock | N E. | | 3 | | | 30.11 | 74 | 68 | 60 | | b. c. | cir. cum. | 9 | | |
| 2 | | | | | " | | 3 | | | 30.09 | 72 | 69 | 60 | | " | " | 9 | | |
| 3 | | | | | N E. | | 3 | | | 30.09 | 72 | 69 | 64 | | " | " | 9 | | |
| 4 | | | | | " | | 3 | | | 30.08 | 72 | 70 | 64 | | " | " | 9 | | |
| 5 | | | | | " | | 3 | | | 30.08 | 72 | 70 | 64 | | " | " | 9 | | |
| 6 | | | | | " | | 2.3 | | | 30.08 | 70 | 69 | 64 | | " | " | 9 | | |
| 7 | | | | | S E. | | 1.2 | | | 30.08 | 69 | 68 | 63 | | b. c. n. | strat. | 9 | | |
| 8 | | | | | " | | 1.2 | | | 30.09 | 67 | 67 | 63 | | " | " | 8 | | |
| 9 | | | | | " | | 1.2 | | | 30.11 | 67 | 67 | 63 | | " | " | 7 | | |
| 10 | | | | | " | | 1.2 | | | 30.11 | 65 | 65 | 63 | | b. c. | " | 8 | | |
| 11 | | | | | " | | 1.2 | | | 30.11 | 65 | 65 | 63 | | b. | none | 10 | | |
| Mid. | | | | | " | | 1.2 | | | 30.11 | 63 | 65 | 60 | | " | " | 10 | | |

under the command of

Commander F. W. Dickins
Thursday, June 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and rainy. Gentle breeze from N.E. At 12.30 H. L. Lightfoot (New Ark) returned from leave.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 A.M.

Moderate to light breeze from N.W. and N. N.W. Fair and pleasant. Received a lighter of coal alongside at 7.45. Made preparations for coaling. Loaded sail at 8.00. Received on board in Pay Dept. 87½ lbs. fresh meat, 70 lbs. bread, and 87½ lbs. vegetables.

A. R. Brown
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Light to gentle breeze from N. N.W. and N. W. Two Navy Yard workmen on board in Construction Dept. Coaling ship, taking in about 45 tons in water. By order of Commanding Officer A. A. Marquardt (App 32) was released from confinement, his term of confinement having expired. M. Anderson (B. W. 26.) and J. Dennis (B. L. 46) returned from leave. Temperature of magazines 75° forward, 71½ aft. Received the following stores in Pay Dept.: 600 lbs tobacco, 760 lbs. candles, 2000 lbs. salt water soap, 125 lbs. shoe, 300 doz. rubber buttons, 2000 apprentice marks, 100 overalls, 100 undershirts, 100 pair drawers, 100 pair socks, 101 yds flannel, 107½ yds cloth, 96 jack knives, 2452 lbs. sugar, 200 lbs. rice, 112 gallons bran, 141 lbs. butter, 100 gallons molasses, 92½ gallons vinegar, 342 lbs. pickles, 1000 lbs. coffee, 120 lbs. pineapples, 100 lbs. dried apples, 173 lbs. tea, 162 lbs. tomatoes, 480 lbs. roast beef, 480 lbs. roast mutton, 480 lbs. corned beef, and 2300 lbs. bread.

Montgomery M. Taylor
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from S.W. to S. S.W. Barometer falling. Pot water engaged in coaling ship and starboard watch in taking on board, stowing below store in Pay Department. The following Navy Yard workmen engaged on board, 16 caulkers and 3 joiners.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant, slight haze gathering last half. Light air to gentle breeze from S.W. and S. S.W. Navy Yard workmen engaged in caulking forecabin and fitting banister cradles. Finished coaling ship, having taken in 86½ tons.

Montgomery M. Taylor
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light air and breeze from S.W. Barometer steady.

Roger Welles Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Force of Wind, by symbols. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------|-------|-------------------------|-------------------|-------------|---------------|---------------|-----------------------------------|------------------------------|----------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heat. | Leeway. | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water Surface. | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>SW.</i> | <i>1-2</i> | | | <i>30.12</i> | <i>63</i> | <i>63</i> | <i>60</i> | | <i>b. w.</i> | <i>none</i> | <i>10</i> |
| 2 | | | | | <i>"</i> | <i>1-2</i> | | | <i>30.12</i> | <i>61</i> | <i>62</i> | <i>60</i> | | <i>"</i> | <i>"</i> | <i>10</i> |
| 3 | | | | | <i>"</i> | <i>1-2</i> | | | <i>30.12</i> | <i>61</i> | <i>61</i> | <i>60</i> | | <i>"</i> | <i>"</i> | <i>10</i> |
| 4 | | | | | <i>"</i> | <i>1</i> | | | <i>30.12</i> | <i>61</i> | <i>61</i> | <i>60</i> | | <i>"</i> | <i>"</i> | <i>10</i> |
| 5 | | | | | <i>S. S. W.</i> | <i>1</i> | | | <i>30.16</i> | <i>61</i> | <i>60</i> | <i>56</i> | | <i>b</i> | <i>"</i> | <i>10</i> |
| 6 | | | | | <i>"</i> | <i>1</i> | | | <i>30.16</i> | <i>61</i> | <i>61</i> | <i>58</i> | | <i>"</i> | <i>"</i> | <i>10</i> |
| 7 | | | | | <i>S. W.</i> | <i>1-2</i> | | | <i>30.18</i> | <i>64</i> | <i>63</i> | <i>59</i> | | <i>b. c.</i> | <i>cum.</i> | <i>7</i> |
| 8 | | | | | <i>S. S. W.</i> | <i>2</i> | | | <i>30.24</i> | <i>66</i> | <i>64</i> | <i>60</i> | | <i>b.</i> | <i>none</i> | <i>10</i> |
| 9 | | | | | <i>"</i> | <i>2-3</i> | | | <i>30.24</i> | <i>70</i> | <i>68</i> | <i>63</i> | | <i>"</i> | <i>"</i> | <i>10</i> |
| 10 | | | | | <i>"</i> | <i>2-3</i> | | | <i>30.24</i> | <i>71</i> | <i>70</i> | <i>64</i> | | <i>"</i> | <i>"</i> | <i>10</i> |
| 11 | | | | | <i>N. N. E.</i> | <i>3</i> | | | <i>30.24</i> | <i>72</i> | <i>72</i> | <i>66</i> | | <i>b. c.</i> | <i>cum.</i> | <i>9</i> |
| Noon. | | | | | <i>N. E.</i> | <i>3</i> | | | <i>30.27</i> | <i>72</i> | <i>74</i> | <i>67</i> | | <i>"</i> | <i>"</i> | <i>9</i> |

Course and distance made good since preceding noon by observations,

| | | | |
|---------------------|--|--------|---------|
| Position at Noon: | Latitude by D. R. | knots. | tenths. |
| | Longitude by D. R. | 0 | " |
| | Latitude by observations of ☉ | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1400

Coal consumed during the preceding 24 hours,

86 tons 1680 lbs.

Coal remaining on hand at Noon,

170 tons 2130 lbs.

| | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|-----------------|------------|--|--|--------------|-----------|-----------|-----------|--|--------------|-------------|-----------|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>N. E.</i> | <i>3</i> | | | <i>30.18</i> | <i>72</i> | <i>74</i> | <i>65</i> | | <i>b. c.</i> | <i>cum.</i> | <i>8</i> |
| 2 | | | | | <i>"</i> | <i>3</i> | | | <i>30.28</i> | <i>72</i> | <i>74</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>8</i> |
| 3 | | | | | <i>"</i> | <i>3</i> | | | <i>30.28</i> | <i>72</i> | <i>74</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>7</i> |
| 4 | | | | | <i>"</i> | <i>3</i> | | | <i>30.26</i> | <i>72</i> | <i>70</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>7</i> |
| 5 | | | | | <i>"</i> | <i>3</i> | | | <i>30.21</i> | <i>69</i> | <i>69</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>7</i> |
| 6 | | | | | <i>"</i> | <i>3</i> | | | <i>30.25</i> | <i>69</i> | <i>69</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>7</i> |
| 7 | | | | | <i>"</i> | <i>3</i> | | | <i>30.26</i> | <i>68</i> | <i>68</i> | <i>64</i> | | <i>"</i> | <i>"</i> | <i>6</i> |
| 8 | | | | | <i>"</i> | <i>3</i> | | | <i>30.26</i> | <i>68</i> | <i>68</i> | <i>64</i> | | <i>"</i> | <i>"</i> | <i>5</i> |
| 9 | | | | | <i>S. S. E.</i> | <i>2</i> | | | <i>30.28</i> | <i>66</i> | <i>67</i> | <i>65</i> | | <i>b.</i> | <i>none</i> | <i>10</i> |
| 10 | | | | | <i>"</i> | <i>2</i> | | | <i>30.28</i> | <i>65</i> | <i>66</i> | <i>64</i> | | <i>"</i> | <i>"</i> | <i>10</i> |
| 11 | | | | | <i>"</i> | <i>1-2</i> | | | <i>30.28</i> | <i>65</i> | <i>65</i> | <i>60</i> | | <i>"</i> | <i>"</i> | <i>10</i> |
| Mid. | | | | | <i>"</i> | <i>1-2</i> | | | <i>30.29</i> | <i>65</i> | <i>65</i> | <i>63</i> | | <i>"</i> | <i>"</i> | <i>10</i> |

under the command of

Commander F. W. Dickens
Friday, June 8

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Barometer steady.

Bleak and cool. Heavy dew. Light air to light breeze from S.W.

N. D. Colman
Ensign U. S. N.

From 4 to 8 A. M.

Bleak and pleasant. Light air to light breeze from N. N. W. and N. W. Received in Pay Dept. 70 lbs. bread, and 87 1/2 lbs. each of beef and vegetables.

From 8 A. M. to Merid.

Montgomery M. Taylor - Ensign U. S. N.

Bleak and pleasant. Gentle breeze from N. N. W. to N. N. E. Barometer rising. The following yard men employed on board: 7 caulkers, 2 riggers, 2 plumber helpers, 2 joiners, and 1 painter. Received in Ordnance Dept. 37 musketballs, 21 revolver bullets, 21 kegs of powder, 20 kegs of powder, 37 cartridge boxes, 10 drill cartridges, for 1 shot, 2 magazine bullets, 2 large and 1 small. J. Wescott (A. M. 1st C) and Thomas Perry (A. M. 2nd C) returned from leave on time. J. S. Nicholas (C. M. 3rd C) overstayed liberty (sent for) and main topsails. Received and shipped bow sprit cap. The Apprentices being instructed in the rigging of the head board. Transportation of magazines to forward and 70 aft.

Roger Welles Jr.
Ensign U. S. N.

From Merid. to 4 P. M.

Bleak and pleasant. Gentle breeze from N. E. Barometer steady. At 2.30 hoisted out-galley. Lieut. J. D. Purcell, U. S. N. reported for duty on board, having been discharged from the U. S. Naval Hospital Norfolk, Va. E. D. Hickok (A. M. 1st C) and Samuel Wood (A. M. 1st C) were placed under charge of Master-at-Arms to await investigation by the commanding officer. 14 workmen on board in construction of Department.

N. D. Colman
Ensign U. S. N.

From 4 to 8 P. M.

Bleak and pleasant. Gentle breeze from N. E. Barometer steady. J. S. Nicholas (C. M. 3rd C) returned from liberty 19 1/2 hours overtime. Sent ship's cook, all berth deck cooks, and commissary Yeoman, with bags, hammer axes, and mess gear to U. S. S. Franklin to remain while the ship is being put in the ship.

Roger Welles Jr.
Ensign U. S. N.

From 8 P. M. to Midnight.

Bleak and damp. Light breeze from S. E. Barometer steady.

N. D. Colman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Easy
Moved to Dock, Navy Yard, Norfolk, Va.

Wind, Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Pres. at Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|------------------------|--------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Wind. | Lower. | Height in inches. | Ther. at d. | Air, dry bulb. | Air, wet bulb. | Water at Surface. | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>S. P. E.</i> | 1 | | | 30.29 | 63 | 65 | 63 | | <i>b.</i> | <i>none</i> | 10 |
| 2 | | | | | " | 1 | | | 30.29 | 63 | 65 | 63 | | " | " | 10 |
| 3 | | | | | " | 1 | | | 30.28 | 62 | 66 | 64 | | " | " | 10 |
| 4 | | | | | <i>beach</i> | 0 | | | 30.31 | 62 | 66 | 64 | | " | " | 10 |
| 5 | | | | | " | 0 | | | 30.31 | 62 | 66 | 66 | | " | " | 10 |
| 6 | | | | | " | 0 | | | 30.33 | 62 | 65 | 61 | | " | " | 10 |
| 7 | | | | | <i>S. E.</i> | 0-1 | | | 30.34 | 63 | 64 | 61 | | " | " | 10 |
| 8 | | | | | <i>beach</i> | 0-1 | | | 30.34 | 66 | 64 | 63 | | " | " | 10 |
| 9 | | | | | <i>S. E.</i> | 0-1 | | | 30.35 | 72 | 71 | 69 | | " | " | 10 |
| 10 | | | | | " | 0-1 | | | 30.35 | 72 | 72 | 69 | | <i>b. m.</i> | " | 10 |
| 11 | | | | | <i>beach</i> | 2 | | | 30.36 | 75 | 74 | 69 | | " | " | 10 |
| Noon. | | | | | " | 2 | | | 30.36 | 75 | 74 | 69 | | " | " | 10 |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | |
|---------------------|--|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " |
| | Longitude by D. R. | 0 | " |
| | Latitude by observations of ☉ | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours,

300 gallons.

Water *received* during the preceding 24 hours,

1900 "

Water remaining on hand fit for use at Noon,

3000 "

Coal consumed during the preceding 24 hours,

tons — lbs.

Coal remaining on hand at Noon,

170 " 2130 "

| | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|-----------------|-----|--|--|-------|----|----|----|--|--------------|-------------|----|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>beach</i> | 2 | | | 30.34 | 79 | 79 | 72 | | <i>b.</i> | <i>none</i> | 10 |
| 2 | | | | | " | 1-2 | | | 30.36 | 80 | 79 | 72 | | " | " | 10 |
| 3 | | | | | <i>beach</i> | 2 | | | 30.34 | 81 | 80 | 71 | | " | " | 10 |
| 4 | | | | | " | 2 | | | 30.34 | 81 | 80 | 71 | | " | " | 10 |
| 5 | | | | | <i>S. by E.</i> | 2 | | | 30.32 | 78 | 78 | 77 | | " | " | 10 |
| 6 | | | | | " | 2 | | | 30.32 | 76 | 76 | 72 | | " | " | 10 |
| 7 | | | | | " | 2 | | | 30.32 | 75 | 74 | 72 | | " | " | 10 |
| 8 | | | | | " | 2 | | | 30.32 | 72 | 71 | 69 | | " | " | 10 |
| 9 | | | | | " | 1-2 | | | 30.32 | 72 | 71 | 69 | | <i>b. m.</i> | " | 10 |
| 10 | | | | | " | 2 | | | 30.32 | 72 | 71 | 69 | | " | " | 10 |
| 11 | | | | | <i>S. E.</i> | 2 | | | 30.31 | 70 | 69 | 68 | | " | " | 10 |
| Mid. | | | | | " | 2 | | | 30.30 | 70 | 69 | 68 | | " | " | 10 |

under the command of

Commander U. S. Navy.
Saturday, June 9

, U. S. Navy,
1894

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid to 4 A. M.

Light air from S. E. and calm. Clear and pleasant.

J. B. McIlhenny,
Lieut. U. S. N.

From 4 to 8 A. M.

Clear and pleasant. Calm and light variable air. Barometer rising. Finished caulking beams, 2nd cutter, whale-boat and dingy, and at 7.05 all the crew left the ship and went aboard the receiving ship "Franklin" for breakfast returning at 8.00.

Roger Welles, Jr.,
Ensign U. S. N.

From 8 A. M. to Noon.

Generally clear and pleasant. Calm to light breeze from S. W. to S. Barometer steady. At 10 o'clock hoisted aboard new galley. Received on board in Ordnance Department, 1 Ironing Machine. Finished caulking decks this A. M. The following yard men were engaged on board - 4 machinists and 4 helpers on galley and 14 caulkers. Received on board 1900 gallons fresh water. Temperature of magazines 75° forward 71° aft. Ships crew and apprentices went to dinner on U. S. S. "Franklin". Received on board stores in Ordnance Department as follows: - 1 case of blue paint, 1 oil can, 1 tongs, 1 sponge, 1 brush and 2 targets. Lieut. Comdr. D. M. Rice and Lieut. A. B. Carpenter, returned from leave.

D. D. Colman,
Ensign U. S. N.

From Noon to 4 P. M.

Clear and warm. Light air and breeze from South, veering to West. Crew machinists and four helpers at work on board on the galley. By order of the Bureau of Navigation is ordered to be transferred from the "Franklin" to the U. S. S. "Franklin". Received in Ordnance Department two hygrometers from Ordnance Department of Yard. Received from the U. S. S. "Franklin" 1 Colman, Ensign.

W. B. Caperton,
Lieutenant U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Light breeze from S. by E. Barometer steady. Received on board spare parts for the galley. Eight Navy yard workmen on board setting up galley. Physic new and apprentices work to supper on U. S. S. "Franklin".

D. D. Colman,
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear and pleasant. Light breeze from S. by E., veering to S. W. Workmen from the Yard at work on board on the galley. Mr. Ragan (App. 3.) returned on board 3 1/2 hours now leave.

W. B. Caperton,
Lieutenant U. S. N.

J. B. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock Navy Yard, Norfolk, Va.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heed. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|------------|-------|---------|------------------------|-------------|----------------|----------------|----------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Surface. | | | | |
| A. M. | | | | <i>Moved to Dock</i> | <i>S. by E.</i> | | <i>2</i> | | | <i>30.29</i> | <i>69</i> | <i>69</i> | <i>67</i> | | <i>b. m.</i> | <i>none</i> | <i>10</i> | |
| 1 | | | | | <i>S. E.</i> | | <i>1-2</i> | | | <i>30.29</i> | <i>69</i> | <i>69</i> | <i>67</i> | | " | " | <i>10</i> | |
| 2 | | | | | " | | <i>1</i> | | | <i>30.29</i> | <i>69</i> | <i>69</i> | <i>67</i> | | " | " | <i>10</i> | |
| 3 | | | | | <i>Calms</i> | | <i>0</i> | | | <i>30.29</i> | <i>68</i> | <i>69</i> | <i>67</i> | | " | " | <i>10</i> | |
| 4 | | | | | " | | <i>0</i> | | | <i>30.30</i> | <i>68</i> | <i>68</i> | <i>67</i> | | <i>b.</i> | " | <i>10</i> | |
| 5 | | | | | " | | <i>0</i> | | | <i>30.34</i> | <i>69</i> | <i>69</i> | <i>67</i> | | " | " | <i>10</i> | |
| 6 | | | | | <i>N. by E.</i> | | <i>0-1</i> | | | <i>30.36</i> | <i>70</i> | <i>69</i> | <i>67</i> | | " | " | <i>10</i> | |
| 7 | | | | | <i>Calms.</i> | | <i>0</i> | | | <i>30.37</i> | <i>72</i> | <i>70</i> | <i>68</i> | | " | " | <i>10</i> | |
| 8 | | | | | " | | <i>0</i> | | | <i>30.37</i> | <i>76</i> | <i>74</i> | <i>70</i> | | " | " | <i>10</i> | |
| 9 | | | | | <i>S. E.</i> | | <i>1-2</i> | | | <i>30.38</i> | <i>78</i> | <i>76</i> | <i>72</i> | | " | " | <i>10</i> | |
| 10 | | | | | " | | <i>1-2</i> | | | <i>30.37</i> | <i>78</i> | <i>77</i> | <i>72</i> | | " | " | <i>10</i> | |
| 11 | | | | | " | | <i>0-1</i> | | | <i>30.37</i> | <i>79</i> | <i>78</i> | <i>72</i> | | " | " | <i>10</i> | |
| Noon. | | | | | | | | | | | | | | | | | | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R. knots. tenths.
 Longitude by D. R. " "
 Latitude by observations of ☉ " "
 Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 A. M. { Latitude by
 Longitude by

Position at 8 P. M. { Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, tons lbs.

Coal remaining on hand at Noon, 170 " 2130 "

| | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|----------------------|--------------|--|------------|--|--|--------------|-----------|-----------|-----------|--|--------------|-------------|-----------|--|
| P. M. | | | | <i>Moved to Dock</i> | <i>N. E.</i> | | <i>1</i> | | | <i>30.37</i> | <i>82</i> | <i>82</i> | <i>75</i> | | <i>b. m.</i> | <i>none</i> | <i>10</i> | |
| 1 | | | | | " | | <i>1</i> | | | <i>30.36</i> | <i>82</i> | <i>82</i> | <i>75</i> | | " | " | <i>10</i> | |
| 2 | | | | | " | | <i>1</i> | | | <i>30.36</i> | <i>82</i> | <i>82</i> | <i>75</i> | | " | " | <i>10</i> | |
| 3 | | | | | " | | <i>1</i> | | | <i>30.36</i> | <i>82</i> | <i>82</i> | <i>75</i> | | " | " | <i>10</i> | |
| 4 | | | | | " | | <i>0-1</i> | | | <i>30.35</i> | <i>85</i> | <i>83</i> | <i>76</i> | | " | " | <i>10</i> | |
| 5 | | | | | " | | <i>0-1</i> | | | <i>30.35</i> | <i>83</i> | <i>81</i> | <i>76</i> | | " | " | <i>10</i> | |
| 6 | | | | | <i>Calms</i> | | <i>0</i> | | | <i>30.35</i> | <i>80</i> | <i>80</i> | <i>76</i> | | " | " | <i>10</i> | |
| 7 | | | | | " | | <i>0</i> | | | <i>30.37</i> | <i>79</i> | <i>76</i> | <i>79</i> | | " | " | <i>10</i> | |
| 8 | | | | | " | | <i>0</i> | | | <i>30.37</i> | <i>78</i> | <i>75</i> | <i>78</i> | | <i>b. m.</i> | " | <i>10</i> | |
| 9 | | | | | " | | <i>0</i> | | | <i>30.37</i> | <i>76</i> | <i>74</i> | <i>77</i> | | " | " | <i>10</i> | |
| 10 | | | | | " | | <i>0</i> | | | <i>30.37</i> | <i>75</i> | <i>74</i> | <i>74</i> | | " | " | <i>10</i> | |
| 11 | | | | | " | | <i>0</i> | | | <i>30.27</i> | <i>76</i> | <i>73</i> | <i>74</i> | | " | " | <i>10</i> | |
| Mid. | | | | | " | | <i>0</i> | | | | | | | | | | | |

under the command of

Commander F. W. Dickins
Sunday, June 10

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light breeze to light air from S.W. and calm. Clear and cool. Heavy dew. P. Harbeck (L.B. Mate) returned on board 17 hours overtime. Yard men finished work on galley at 3.00.

G. R. Beach
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and warm. Calm to light air from N.W. Barometer rising. Ship's crew and apprentices went to breakfast on U. S. S. Franklin.

N. A. Goodman
Ensign U. S. N.

From 8 A.M. to Merid.

Clear and warm. Calm and light air from S.W. At 9.30 had divisional inspection, after which the Captain inspected ship and crew at quarters. The Atlanta came in at 10 o'clock and moved to wharf ahead of us. Temperature of magazine 74° forward, 72° aft.

W. B. Caperton
Lieutenant U. S. N.

From Merid. to 4 P.M.

Light air from N.W. Clear and warm. Unmoored and rounded ship between 3.00 and 4.00, bringing port side to Dock.

G. R. Beach
Lieutenant U. S. N.

From 4 to 8 P.M.

Warm and clear. Calm and light air from N.W. The Captain paid an official visit upon the Commanding Officer of the Atlanta.

W. B. Caperton
Lieutenant U. S. N.

From 8 P.M. to Mid.

Calm and clear. Heavy dew. Bright moonlight.

G. R. Beach
Lieutenant U. S. N.

J. B. Maiton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Moved to Dock, and Making passage from Norfolk, Va. to Newport, R. I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|-----------|-------------------|--------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heed. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | |
| A. M. | | | | Moved to Dock | Calw | 0 | | | 30.34 | 74 | 75 | 73 | b. w. | none | 10 |
| 1 | | | | | " | 0 | | | 30.34 | 73 | 74 | 73 | " | " | 10 |
| 2 | | | | | S. by E. | 0-1 | | | 30.34 | 72 | 72 | 71 | " | " | 10 |
| 3 | | | | | " | 0-1 | | | 30.34 | 71 | 71 | 70 | " | " | 10 |
| 4 | | | | | Calw | 0 | | | 30.33 | 70 | 71 | 70 | " | " | 10 |
| 5 | | | | | " | 0 | | | 30.36 | 77 | 72 | 70 | " | " | 10 |
| 6 | | | | | " | 0 | | | 30.37 | 71 | 73 | 71 | " | " | 10 |
| 7 | | | | | " | 0 | | | 30.37 | 73 | 74 | 72 | " | " | 10 |
| 8 | | | | | " | 0 | | | 30.39 | 77 | 77 | 73 | " | " | 10 |
| 9 | | | | | " | 0 | | | 30.39 | 80 | 80 | 73 | " | " | 10 |
| 10 | | | | | " | 0 | | | 30.39 | 83 | 80 | 73 | " | " | 10 |
| 11 | | | | | N. by E. | 1 | | | 30.39 | 84 | 82 | 74 | " | " | 10 |
| Noon. | | | | | " | 0-1 | | | 30.39 | 84 | 82 | 74 | " | " | 10 |

Course and distance made good since preceding noon by observations,

knots. tenths.

Latitude by D. R. 0 " "

Position at Noon: Longitude by D. R. 0 " "

Latitude by observations of ☉ 0 " "

Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by 0 " "

Longitude by 0 " "

Position at 8 P. M. Latitude by Bearings and distance from Cape Henry 36° 56' N. "

Longitude by " " " " 76° 00' W. "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " "

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " "

Water expended during the preceding 24 hours, 600 gallons.

Water received during the preceding 24 hours, 980 "

Water remaining on hand fit for use at Noon, 3800 "

Coal consumed during the preceding 24 hours, tons 1600 lbs.

Coal remaining on hand at Noon, 170 " 2130 "

| P. M. | | | | | | | | | | | | | | | |
|-------|---|---|------|-------------------|----------|-----|---|---|-------|----|----|----|-------|------|----|
| 1 | | | | Moved to Dock | N. by E. | 0-1 | | | 30.37 | 84 | 86 | 76 | b. | none | 10 |
| 2 | | | | " | " | 0-1 | | | 30.37 | 88 | 88 | 76 | " | " | 10 |
| 3 | | | | " | " | 0-1 | | | 30.37 | 86 | 88 | 76 | " | " | 10 |
| 4 | | | | Setting underway | " | 0-1 | | | 30.35 | 88 | 88 | 76 | " | " | 10 |
| 5 | | | | Standing down the | S. E. | 0-1 | | | 30.35 | 84 | 82 | 76 | b. w. | " | 10 |
| 6 | | | | Elizabeth River | East | 0-1 | | | 30.30 | 79 | 80 | 75 | " | " | 10 |
| 7 | | | | 6 36 1/2 E. | S. E. | 1 | | | 30.29 | 72 | 79 | 74 | " | " | 10 |
| 8 | | | 38.3 | 6 36 1/2 E. | " | 1 | | | 30.28 | 78 | 79 | 74 | " | " | 10 |
| 9 | 6 | 4 | 44.7 | " | South | 3 | 0 | 0 | 30.27 | 74 | 75 | 73 | 70 | " | 10 |
| 10 | 6 | 4 | 51.1 | " | S. by W. | 3 | 0 | 0 | 30.26 | 74 | 75 | 72 | 70 | " | 10 |
| 11 | 6 | 5 | 57.6 | " | S. by W. | 3 | 0 | 0 | 30.26 | 74 | 75 | 72 | 70 | " | 10 |
| Mid. | 6 | 6 | 64.2 | " | " | 3 | 0 | 0 | 30.26 | 74 | 75 | 73 | 70 | " | 10 |

under the command of

Commander F. M. Dickins
Monday, June 11

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Falling dew. Calm, occasional light air from S.W.

J. B. Purcell.
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Calm. At 5 A.M. started fire under boilers A, C, & D.
Made preparations for sea. Barometer rising slowly.

W. B. Caperton.
Lieutenant U. S. N.

From 8 A.M. to Merid.

Light air from N by W. and calm. Clear and warm. Turned engine over from 10.15 to 11.15, and found them in good order. Bent for topmast stayrail, jib, flying jib, topgallant sails and royals and crossed royal and topgallant yards. Yard workmen at work on gally. Received on board in Equipment Dept. 980 gallons of fresh water from a water boat. Making preparations for sea. Temperature of magazines 81° forward, 76° aft. Fire under boilers A, C, and D.

W. B. Caperton.
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Calm; occasional light air from N. & N.W. Made final preparations for getting underway. Yard workmen at work on board on gally, peaking from 1.30 to 2.30 P.M. Went to quarters at 3.00 for muster. Received from Mr. F. Franklin Joe Cima Juake (Ch. Cook), with necessary transfer papers. Confused, solitary, by order of Commanding Officer, E. B. Lister (Ch. Dr. 1 cl.) for days on board and water for leaving Navy Yard without permission and being absent on duty; also T. Clark (Ch. Dr. 1 cl.) for days absent now for leaving the Navy Yard without permission. At 3.55 called all hands unmoor ship. At 3.59 started engine astern. Ship swung forward 14 feet 5 inches and 16 feet 6 inches aft. Steaming with fire under boilers A, C, and D.

J. B. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Very hazy. Calm and light air varying from N.E. to S.E. At 4.00 left the Navy Yard and stood down Chesapeake Channel, the Commanding Officer coming; at 5.30 entered Hampton Roads; at 6.25 struck Pearl Light buoy abeam and set course E. S. E. 1/2 E. (p.e.) At 8.00 took departure, Cape Henry bearing S by N 1/2 N (p.e.) distant 1 mile. Put on pilot log reading 38.3. Secured boats for sea. Under steam calm. Steam pressure 57 lbs. Revolution 41.4.

Roger Welles, Jr.
Ensign U. S. N.

From 8 P.M. to Midnight.

Hazy and pleasant. Gentle breeze from South to S. S. W. At 8.20 set jib, for topmast stayrail and spraker. At 10.15 set topmasts and foremast. At end of watch under steam with fire under boilers A, C, and D. and the following sail: jib, for topmast stayrail, foremast, topmasts and spraker, on course E. S. E. 1/2 E. Steam pressure 53 lbs. Revolution 45.4. Apprehended at the wheel.

W. D. Bowman
Ensign U. S. N.

Examined and found to be correct.

J. B. Miltner,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk, Va. to Newport, R.I.

Third Rate,

| | | | | WIND. | | | BAROMETER. TEMPERATURE. | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heed. | Leeway. | Height in inches. | Ther. attd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
| A. M. | 25 | 0 | | | | | | | | | | | | | | | |
| 1 | 6 | 7 | 70.9 | E. S. E. 1/2 E. | South. | 1-2 | 0 | 0 | 30.38 | 73 | 72 | 72 | 70 | b. | none | 10 | 9 |
| 2 | 6 | 2 | 77.1 | " | S. by W. | 1-2 | 0 | 0 | 30.39 | 72 | 72 | 71 | 70 | " | " | 10 | " |
| 3 | 6 | 4 | 83.5 | " | " | 2 | 0 | 0 | 30.39 | 72 | 73 | 71 | 70 | " | " | 10 | " |
| 4 | 5 | 7 | 89.2 | " | S. S. W. | 2-3 | 0 | 0 | 30.38 | 73 | 72 | 71 | 70 | " | " | 10 | " |
| 5 | 2 | 3 | 91.5 | " | S. W. | 2 | 0 | 0 | 30.26 | 72 | 72 | 70 | 70 | b. m. | cir. | 5 | " |
| 6 | 2 | 0 | 93.5 | " | N. S. W. | 2 | 0 | 0 | 30.27 | 72 | 72 | 71 | 70 | " | " | 6 | " |
| 7 | 2 | 1 | 95.6 | " | S. W. | 2 | 0 | 0 | 30.28 | 75 | 72 | 71 | 70 | " | " | 8 | " |
| 8 | 2 | 2 | 97.8 | " | N. S. W. | 2 | 0 | 0 | 30.28 | 76 | 73 | 72 | 70 | " | " | 9 | " |
| 9 | 1 | 5 | 99.3 | " | " | 2 | 0 | 0 | 30.28 | 76 | 75 | 74 | 70 | " | " | 8 | " |
| 10 | 1 | 0 | 100.3 | " | " | 2 | 0 | 0 | 30.28 | 76 | 75 | 74 | 75 | " | " | 8 | " |
| 11 | 2 | 0 | Handled in | SE | " | 2 | 0 | 0 | 30.27 | 76 | 76 | 73 | 76 | " | " | 8 | " |
| Noon. | 1 | 0 | " | " | " | 2-3 | 0 | 0 | 30.27 | 76 | 76 | 73 | 76 | " | " | 8 | " |

65.2 Distance run by Patent Log

Course and distance made good since preceding noon by observations, 71.5 E.

68 knots. tenths.

Position at Noon: Latitude by D. R. 36° 38' N. "
 Longitude by D. R. 74° 41' W. "
 Latitude by observations of ☉ 36° 38' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 74° 28' W. "
 Position at 8 A. M. Latitude by D. R. from Departure at 8 P. M. June 11. 36° 41' N. "
 Longitude by observations 74° 35' W. "
 Position at 8 P. M. Latitude by D. R. from Noon 36° 34' N. "
 Longitude by chronometer from afternoon observations ☉ 74° 12' W. "

Current during the time, 13 knots tenths per hour, setting to the East.

Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head SE 1/4 E.

4° 36' W.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head "

2° 25' E

variation used, 5° 15' W

Error of the Compass by Azimuth ☉ observed at , ship's head "

Deviation of the Compass by Azimuth ☉ observed at , ship's head "

"

variation used, 0 "

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

3 tons 1840 lbs.

Coal remaining on hand at Noon,

166 " 930 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|-----------------|---|-----------------|----|--------------|-----|---|---|-------|----|----|----|-------|----------|---|---|----|
| 1 | 0 | 9 | 25 | SE | N. W. | 2 | 0 | 0 | 30.26 | 78 | 75 | 78 | b. m. | at | 8 | 8 | P. |
| 2 | 1 | 0 | 26 | " | " | 2 | 0 | 0 | 30.26 | 79 | 80 | 76 | 78 | " | " | 8 | " |
| 3 | 1 | 0 | 27 | " | N. by W. | 2 | 0 | 0 | 30.24 | 79 | 80 | 77 | 78 | " | " | 8 | " |
| 4 | 1 | 0 | 28 | " | N. W. | 2 | 0 | 0 | 30.24 | 78 | 80 | 77 | 78 | " | " | 8 | " |
| 5 | 1 | 0 | 31 | " | N. E. by E. | 2 | 0 | 0 | 30.24 | 75 | 77 | 75 | 77 | " | " | 8 | " |
| 6 | 0 | 5 | Handled in | " | " | 0-1 | 0 | 0 | 30.26 | 76 | 77 | 75 | 78 | b. m. | " | 8 | " |
| 7 | No steering way | " | " | " | " | 0-1 | 0 | 0 | 30.26 | 77 | 78 | 75 | 78 | " | " | 8 | " |
| 8 | " | " | No steering way | " | Below | 0 | 0 | 0 | 30.26 | 77 | 78 | 75 | 75 | " | " | 8 | " |
| 9 | " | " | " | " | S. and N. W. | 0-1 | 0 | 0 | 30.22 | 76 | 77 | 74 | 75 | b. m. w. | " | 4 | " |
| 10 | " | " | " | " | " | 0-1 | 0 | 0 | 30.21 | 76 | 76 | 74 | 75 | " | " | 4 | " |
| 11 | " | " | " | " | " | 0-1 | 0 | 0 | 30.20 | 76 | 75 | 74 | 75 | " | " | 4 | " |
| Mid. | 1 | 5 | SE | " | S. by W. | 1-2 | 0 | 0 | 30.20 | 76 | 75 | 74 | 75 | " | " | 4 | " |

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk, Va. to Newport, R.I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|-------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 1 | 9 | <i>Handled on</i> | <i>S.E.</i> | <i>S.W.</i> | 2 | 0 | 0 | 30.19 | 77 | 77 | 74 | 79 | <i>b.c.l.</i> | <i>com. wind.</i> | 7 | <i>S.</i> |
| 2 | 2 | 2 | " | " | <i>Ch. wh.</i> | 2.3 | 0 | 0 | 30.18 | 77 | 77 | 74 | 79 | " | " | 6 | " |
| 3 | 3 | 0 | <i>3.1</i> | " | <i>N.W.</i> | 4 | 0 | 0 | 30.16 | 76 | 76 | 74 | 81 | <i>o.c.p.l.</i> | <i>wind.</i> | 0 | " |
| 4 | 4 | 2 | <i>5.5</i> | " | " | 5 | 0 | 0 | 30.16 | 75 | 75 | 72 | 81 | " | <i>com. wind.</i> | 0 | " |
| 5 | 3 | 8 | <i>9.3</i> | " | <i>N. by W.</i> | 4 | 0 | 0 | 30.20 | 75 | 75 | 73 | 81 | <i>o.c.p.</i> | <i>wind.</i> | 0 | " |
| 6 | 5 | 7 | <i>15.0</i> | " | " | 4.5 | 0 | 0 | 30.20 | 75 | 75 | 72 | 80 | " | " | 0 | " |
| 7 | 4 | 5 | <i>19.5</i> | " | <i>N.W. by W.</i> | 4 | 0 | 0 | 30.20 | 75 | 74 | 72 | 80 | " | " | 0 | " |
| 8 | 1 | 3 | <i>20.9</i> | " | <i>N.W.E.</i> | 2.3 | 0 | 0 | 30.18 | 76 | 75 | 73 | 80 | <i>o.c.</i> | " | 0 | " |
| 9 | 1 | 7 | <i>22.5</i> | " | <i>N.W.</i> | 2.3 | 0 | 0 | 30.18 | 79 | 77 | 74 | 80 | " | " | 0 | " |
| 10 | 1 | 0 | <i>23.5</i> | " | " | 2.3 | 0 | 0 | 30.18 | 79 | 78 | 74 | 80 | " | " | 0 | " |
| 11 | 2 | 5 | <i>26.0</i> | " | <i>N by W.</i> | 3 | 0 | 0 | 30.18 | 78 | 79 | 75 | 78 | <i>b.c.m.</i> | <i>circ. wind.</i> | 8 | " |
| Noon. | 4 | 1 | <i>30.1</i> | " | " | 3 | 0 | 0 | 30.17 | 78 | 79 | 76 | 79 | " | " | 8 | " |

42.5 Distance run by log

Course and distance made good since preceding noon by observations, *S 78° E*

80 knots. tenths.

Position at Noon: { Latitude by D. R. *36° 10' N.*
Longitude by D. R. *73° 38' W.*
Latitude by observations of ☉ *36° 19' N.*
Longitude by chronometer from Forenoon Observations of ☉ *73° 04' W.*

Position at 3 A. M. { Latitude by *D.R. from Noon* *36° 25' N.*
Longitude by *observations* *73° 11' W.*

Position at 3 P. M. { Latitude by *D.R. from Noon* *36° 02' N.*
Longitude by *Chronometer from Afternoon Observations* *72° 31' W.*

Current during the time, 29 knots tenths per hour, setting to the *N 70° E*.

Error of the Compass by Azimuth ☉ observed at , ship's head 0
Deviation of the Compass by Azimuth ☉ observed at , ship's head 0
Error of the Compass by Azimuth ☉ observed at , ship's head 0
Deviation of the Compass by Azimuth ☉ observed at , ship's head 0

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

800 "

Water remaining on hand fit for use at Noon,

3000 "

Coal consumed during the preceding 24 hours,

1 tons 1440 lbs.

Coal remaining on hand at Noon,

164 " 1330 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|-------------|-------------|----------------|-----|---|---|-------|----|----|----|----|---------------|-------------------|----|-----------|
| | | | | | | | | | | | | | | | | | |
| 1 | 3 | 8 | <i>33.9</i> | <i>S.E.</i> | <i>N.W.</i> | 4 | 3 | 0 | 30.19 | 79 | 82 | 77 | 81 | <i>b.o.m.</i> | <i>com. wind.</i> | 4 | <i>S.</i> |
| 2 | 3 | 5 | <i>37.4</i> | " | " | 3 | 3 | 0 | 30.19 | 79 | 82 | 79 | 80 | <i>b.o.g.</i> | <i>com. wind.</i> | 4 | " |
| 3 | 3 | 0 | <i>39.2</i> | " | <i>N.W.</i> | 3.2 | 3 | 0 | 30.13 | 79 | 82 | 79 | 80 | " | <i>com.</i> | 4 | " |
| 4 | 2 | 5 | <i>41.7</i> | " | " | 3 | 3 | 0 | 30.13 | 79 | 82 | 79 | 80 | " | " | 4 | " |
| 5 | 3 | 7 | <i>45.4</i> | " | " | 3 | 3 | 0 | 30.12 | 76 | 76 | 75 | 80 | " | " | 4 | " |
| 6 | 4 | 0 | <i>49.4</i> | " | <i>N by W.</i> | 3.4 | 3 | 0 | 30.12 | 74 | 76 | 74 | 79 | <i>b.c.m.</i> | <i>com. wind.</i> | 4 | " |
| 7 | 3 | 6 | <i>53.0</i> | " | " | 3.4 | 4 | 0 | 30.12 | 73 | 74 | 73 | 75 | <i>b.o.m.</i> | " | 4 | " |
| 8 | 2 | 0 | <i>55.0</i> | " | " | 3.4 | 4 | 0 | 30.12 | 72 | 74 | 72 | 75 | <i>o.c.m.</i> | <i>com. wind.</i> | 0 | " |
| 9 | 1 | 5 | <i>56.5</i> | " | <i>N.E.</i> | 2 | 0 | 0 | 30.13 | 73 | 73 | 72 | 75 | <i>b.o.m.</i> | <i>com.</i> | 8 | " |
| 10 | 1 | 5 | <i>57.7</i> | " | " | 1.2 | 0 | 0 | 30.13 | 74 | 74 | 72 | 75 | <i>b.m.</i> | " | 10 | " |
| 11 | 2 | 0 | <i>59.1</i> | " | " | 2.4 | 5 | 0 | 30.13 | 74 | 74 | 74 | 75 | <i>o.c.m.</i> | <i>com. wind.</i> | 0 | " |
| Mid. | 4 | 0 | <i>60.0</i> | " | " | 5.6 | 5 | 0 | 30.12 | 74 | 74 | 73 | 74 | <i>b.c.m.</i> | " | 3 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light breeze from S.W. first hour, veering afterwards to N.W. and increasing to a stiff breeze. Dried first half, with bright moonlight. Overcast last two hours with passing rain clouds. Lightning to N.W. and N.E. Put new patent log at 3.30 reading 3.1. Distilling with fire banked under boiler A. At end of watch under jib and topsails with two single reefs. Appurtenances at the wheel.

Geo. R. Latham
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast and cloudy. Passing clouds first three hours. Light to stiff breeze from N.W. by N. to N.E. Lower S.E. (p.c.) At 4.30 took reef out of topsails. At 7.20 set topgallant sails, royal and flying jib, under this sail with jib at end of watch. Distilling with fire banked under boiler A. At 5.15 clock passed a bark standing N.W.E. Appurtenances at the wheel.

J. H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy but pleasant. Gentle breeze varying from North to N.W. Barometer steady. At 9.30 mustered at quarters and turned in claw bags. From 9.50 to 10.40 had general exercise, sails and yards; shortened sail to bring ship to sea anchor; furlled all sail, and then made all sail in 4 minutes. From 10.45 to 11.45 the first and third watches had instruction in running rigging. Distilling Banked fire in boiler A. At end of watch under jib, flying jib and square sail except mainsail, in cohes S.E. (p.c.) Appurtenances at the wheel. Temperature of magazine 72°, 72° forward, 77° 73° aft.

Roger Charles Jr.
Ensign U. S. N.

From Merid. to 4 P.M.

Breezy and pleasant. Gentle to light breeze from N.W. to S.W. Furlled hammocks and dirty clothes. At end of watch under all plain sail to royals except mainsail and spinnaker on corner S.E. Distilling with banked fire in boiler A. Appurtenances at the wheel.

N. D. Holman
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy, hazy and damp. Gentle to moderate breeze from N.W. by N. Lower S.E. (p.c.) At 6.50 took in and furlled topgallant sails and royals and stowed flying jib; took two single reefs in topsails. Distilling with fire banked under boiler A. Ship on her corner S.E. (p.c.) at end of watch under jib two single reefs in topsails and foreail. Appurtenances at the wheel.

W. A. Caperton
Lieutenant U. S. N.

From 8 P.M. to Mid.

Light air to light breeze from N.E. first half, increasing to fresh breeze at end of watch. Clear with bright moonlight first two hours, overcast and cloudy last two. Breezy around horizon. Distilling with fire banked under boiler A. At end of watch under same sail as at end of preceding watch. Appurtenances at the wheel. Stopped distilling at 11 o'clock and allowed fire to die out under boiler A.

Geo. R. Latham
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk, Va. to Newport, R.I.

Third Rate,

| Reading of Patent Log. | | | | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force & Direction of Wind. | State of the Sea. |
|------------------------|--------|---------|------|--------------------------------------|--------------------------------|--------|-------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|--------|-----------------------------------|------------------------------|----------------------------|-------------------|
| Hour. | Knots. | Tenths. | Log. | | Direction by Standard Compass. | Force. | Heul. | Leaves. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| A. M. 5- | | | | | | | | | | | | | | | | | | |
| 1 | 3 | 0 | 62.8 | SE. | NE. | 5-6 | 5 | 0 | 30.15 | 74 | 74 | 73 | 74 | b.c.g. | con. mod. | 2 | M. | |
| 2 | 3 | 2 | 65.0 | " | " | 5-6 | 5 | 0 | 30.13 | 74 | 74 | 73 | 75 | " | " | 4 | " | |
| 3 | 3 | 4 | 65.0 | " | " | 5-6 | 5 | 0 | 30.10 | 73 | 73 | 72 | 76 | " | " | 6 | " | |
| 4 | 3 | 5 | 67.2 | " | " | 5-6 | 5 | 0 | 30.09 | 73 | 73 | 72 | 76 | " | " | 5 | " | |
| 5 | 2 | 4 | 69.6 | " | " | 5 | 5 | 3/4 | 30.15 | 73 | 73 | 73 | 77 | o.o. | " | 0 | " | |
| 6 | 3 | 4 | 73.0 | " | " | 5 | 5 | 3/4 | 30.15 | 73 | 73 | 72 | 76 | " | " | 0 | " | |
| 7 | 3 | 8 | 76.8 | " | " | 5 | 5 | 3/4 | 30.15 | 73 | 72 | 70 | 76 | " | " | 0 | " | |
| 8 | 3 | 6 | 80.4 | " | " | 5 | 5 | 3/4 | 30.17 | 73 | 73 | 70 | 76 | " | " | 0 | " | |
| 9 | 4 | 0 | 84.4 | " | NE. by E. | 5 | 7 | 0 | 30.18 | 73 | 73 | 70 | 76 | o.c.m. | con. | 0 | " | |
| 10 | 5 | 4 | 89.8 | " | NE. | 5 | 7 | 0 | 30.18 | 73 | 73 | 70 | 76 | b.o.m. | " | 1 | R | |
| 11 | 2 | 2 | 92.0 | SE. by E. | NE. by E. | 5-6 | 7 | 5 | 30.18 | 74 | 75 | 70 | 76 | " | " | 2 | " | |
| Noon. | 5 | 6 | 97.6 | SE. by S. | " | 5-6 | 7 | 1/2 | 30.18 | 74 | 75 | 70 | 76 | b.o. | " | 5 | " | |

78.6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $748^{\circ}E$

86 knots. tenths.

Position at Noon: Latitude by D. R. $35^{\circ} 03' N.$ "
 Longitude by D. R. $71^{\circ} 05' W.$ "
 Latitude by observations of \odot $35^{\circ} 22' N.$ "
 Longitude by chronometer from Forenoon Observations of \odot $71^{\circ} 04' W.$ "

Position at 8 A. M. Latitude by *D. R. from Noon* $35^{\circ} 36' N.$ "
 Longitude by *Observations* $71^{\circ} 05' W.$ "

Position at 8 P. M. Latitude by *D. R. from Noon* $36^{\circ} 07' N.$ "
 Longitude by *Chronometer from Afternoon Observations* $71^{\circ} 05' W.$ "

Current during the time, 14 knots tenths per hour, setting to the $748^{\circ}E$ Error of the Compass by Azimuth \odot observed at ship's head 0Deviation of the Compass by Azimuth \odot observed at ship's head 0 variation used, 0Error of the Compass by Azimuth \odot observed at ship's head 0Deviation of the Compass by Azimuth \odot observed at ship's head 0 variation used, 0

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at Noon, 2800 "

Coal consumed during the preceding 24 hours, 1280 lbs.

Coal remaining on hand at Noon, 1640 450

| P. M. | | | | SE. by E. | NE. | | | | | | | | | | | | |
|-------|---|---|-----|-----------|-----------|-----|------|---|-------|----|----|----|----|------|-----------|----|----|
| 1 | 6 | 1 | 3.7 | SE. by E. | NE. | 5-6 | 7 | 1 | 30.17 | 74 | 76 | 70 | 76 | b.c. | con. mod. | 5 | R. |
| 2 | 4 | 0 | 7.7 | NE. by E. | NE. by E. | 5-6 | 1 | 6 | 30.16 | 74 | 73 | 67 | 76 | " | " | 5 | " |
| 3 | 0 | 1 | 8.0 | " | " | 5-6 | 1 | 8 | 30.15 | 74 | 72 | 67 | 75 | " | " | 5 | " |
| 4 | 0 | 6 | 8.4 | " | " | 5-6 | 1 | 8 | 30.15 | 72 | 71 | 66 | 74 | " | " | 5 | " |
| 5 | 1 | 2 | 8.5 | NE. | " | 5-6 | 6-10 | 4 | 30.20 | 72 | 71 | 66 | 75 | " | " | 6 | " |
| 6 | 1 | 5 | 8.5 | " | " | 5-6 | 6-10 | 4 | 30.22 | 71 | 70 | 65 | 75 | " | " | 6 | " |
| 7 | 1 | 4 | 8.4 | " | " | 5-6 | 6-10 | 4 | 30.25 | 70 | 69 | 64 | 76 | " | " | 6 | " |
| 8 | 1 | 6 | " | " | " | 5-6 | 6-10 | 4 | 30.24 | 70 | 69 | 64 | 76 | " | " | 6 | " |
| 9 | 1 | 4 | " | " | " | 5 | 6-10 | 4 | 30.24 | 70 | 70 | 64 | 76 | con. | 5 | R. | |
| 10 | 1 | 4 | " | " | " | 5 | 6-10 | 4 | 30.24 | 70 | 70 | 63 | 76 | " | " | 8 | " |
| 11 | 1 | 4 | " | " | " | 5 | 6-10 | 4 | 30.24 | 70 | 70 | 63 | 76 | " | " | 8 | " |
| Mid. | 1 | 4 | " | " | " | 5 | 6-10 | 4 | 30.24 | 70 | 70 | 63 | 76 | " | " | 8 | " |

under the command of

Commander F. W. Dickinson
Thursday, June 14

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy to clear. Stiff to fresh breeze in squalls from N.E. Moderate sea from N.E. Lower F.E. (p.l.) Under jib, forevail and double reefed topsails. Patent log not registering correctly, due to sea and fouling propeller. Apprentices at the wheel.

J. H. Purcell

Lieutenant U. S. N.

From 4 to 8 A. M.

Overcast. Stiff breeze from N.E. Barometer rising. Under jib, double reefed topsails, forevail on lower F.E. (p.v.) Apprentices at the wheel.

Roger Weller, Jr.
Ensign U. S. N.

From 8 A. M. to Merid.

Overcast and hazy at first, clearing toward latter part of watch. Stiff to fresh breeze from N.E. by N. to N.E. by E. Barometer steady. Moderate to rough sea from N.E. Ship rolling and pitching considerably, maximum heave roll 30°. At 9.30 mustered crew at quarters and turned in clean hammocks, and from 9.45 to 11.40, 1st and 2nd Divisions were instructed in seamanship, knotting and splicing, sails and spars by divisional officers. At 8.45 turned reefs out of topsails and set for topmast stayrail. At 8.15 set mainmast with a single reef and set spraker. At 10.15 took in mainmast, hove to with main topsail to the mast and lowered her life boat to pick up cat. At 11 o'clock British life boat and brought ship on her lower F.E. At end of watch under all plain sail to topsails except bough reef in mainmast with fore topmast stayrail by the wind on port tack heading F.E. by S. Lower F.E. Apprentices at the wheel. Temperature of magazines 77° 74°, forward, 76° 74°, aft.

W. D. Holman,

Ensign U. S. N.

From Merid. to 4 P. M.

Fair and pleasant. Stiff to fresh breezes from N. N.E., veering to N.E. by E. Lower F.E. (p.v.) Took in mainmast at 12.30. At 1 P. M. wore ship, after which hove for storm stayrail and the storm mizzen. The 3rd and 4th Divisions were devoted to wearing ship, hudding storm sails and at 1.30 shortened sail, took down reef in main topsail and layed ship to on starboard tack under fore topmast stayrail, for storm stayrail, close reefed main topsail and storm mizzen. At 3.30 summoned all boat crews at their stations for running and lying all boats for the three services. The Apprentices at the wheel. Ship rolling deeply at times to a rough sea from N.E. and E. Extreme roll to leeward 18° and to windward 8°.

W. H. Caperton.

Lieutenant U. S. N.

From 4 to 8 P. M.

Stiff to fresh breeze from N.E. by E. Fair and cool. Rough sea. Ship rolling deeply at intervals. At 5.30 hauled out foot of main topsail. Sent down royal yards at 7.15. At end of watch lying to under fore topmast stayrail, for storm stayrail, close reefed main topsail, foot of main topsail and storm mizzen. Apprentices at the wheel.

Geo. R. Green,

Lieutenant U. S. N.

From 8 P. M. to Mid.

Clear. Stiff breeze from N.E. by E. Sea moderating. Laying to under same sail as preceding watch. A steamer passed about 9.15 heading to S.E. and N.E. Apprentices at the wheel.

J. H. Purcell.

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk, Va., to Newport, R. I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. | | | | TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in tenths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|--|--|------|-----------------------------------|------------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at 6. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | Franklin. | N. N. W. | N. E. by E. | | 4 | 7-10 | 4 | 30.26 | 70 | 69 | 63 | 74 | | | b.c. | circum. | 9 | 5. | |
| 2 | 1 | 2 | - | - | - | | 4 | 6-10 | 4 | 30.29 | 71 | 69 | 64 | 74 | | | " | " | 8 | " | |
| 3 | 1 | 2 | - | - | - | | 4 | 6-10 | 4 | 30.28 | 71 | 69 | 64 | 74 | | | " | " | 8 | " | |
| 4 | 1 | 0 | - | - | - | | 3 | 15-15 | 4 | 30.29 | 70 | 69 | 64 | 74 | | | " | " | 9 | " | |
| 5 | 1 | 0 | - | N. E. by N. | - | | 3 | 10-10 | 2 | 30.29 | 70 | 69 | 64 | 74 | | | " | " | 8 | " | |
| 6 | 1 | 0 | - | - | - | | 3 | 10-10 | 2 | 30.30 | 70 | 69 | 63 | 74 | | | " | " | 8 | " | |
| 7 | 0 | 2 | - | N. by N. | - | | 2 | 7-10 | 4 | 30.33 | 70 | 70 | 64 | 74 | | | " | " | 7 | " | |
| 8 | 0 | 2 | - | N. E. N. | S. N. E. | | 2 | 5-5 | 4 | 30.35 | 70 | 71 | 64 | 74 | | | " | " | 8 | " | |
| 9 | 0 | 4 | - | N. by N. | - | | 2 | 5 | 6 | 30.36 | 70 | 71 | 64 | 75 | | | " | " | 9 | " | |
| 10 | 0 | 4 | - | - | - | | 2 | 5 | 6 | 30.35 | 72 | 72 | 65 | 75 | | | " | " | 8 | " | |
| 11 | 0 | 4 | 8.6 | - | - | | 2 | 5 | 6 | 30.36 | 72 | 72 | 65 | 75 | | | " | " | 9 | " | |
| Noon. | 2 | 0 | 10.6 | - | - | | 2 | 5 | 2 | 30.36 | 73 | 73 | 66 | 75 | | | " | " | 9 | " | |

32. 3 Distance run by Log.

Course and distance made good since preceding noon by observations, N 69° W.

33 knots. tenths.

Position at Noon: { Latitude by D. R. 35° 23' N. "

{ Longitude by D. R. 72° 14' W. "

{ Latitude by observations of ☉ 35° 23' N. "

{ Longitude by chronometer from Forenoon Observations of ☉ 72° 23' W. "

Position at 8 A. M. { Latitude by D. R. from Noon 35° 32' N. "

{ Longitude by observation 72° 20' W. "

Position at 8 P. M. { Latitude by D. R. from Noon 35° 45' N. "

{ Longitude by Chronometer from Afternoon Observation of ☉ 72° 31' W. "

Current during the time, 12 knots tenths per hour, setting to the N 37° W.

Error of the Compass by Azimuth ☉ observed at 8.20 A. M., ship's head N by W.

Deviation of the Compass by Azimuth ☉ observed at 8.20 A. M., ship's head 41° E.

Error of the Compass by Azimuth ☉ observed at 3.31 P. M., ship's head N 12° W.

Deviation of the Compass by Azimuth ☉ observed at 3.31 P. M., ship's head 51° E.

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2400 "

Coal consumed during the preceding 24 hours,

tons 240 lbs.

Coal remaining on hand at Noon,

164 210 "

| | | | | | | | | | | | | | | | | | | | |
|-------|---|---|----------|-------------|-------------|---|-----|---|-------|----|----|----|----|------|---------------|---|---|--|--|
| P. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 0 | 10.6 | N 1/2 W. | S. N. E. | 2 | 4-6 | 2 | 30.36 | 73 | 73 | 66 | 76 | b.c. | circum. | 9 | d | | |
| 2 | 2 | 2 | 10.7 | " | " | 2 | 5-6 | 2 | 30.36 | 73 | 73 | 66 | 76 | " | circ. circum. | 9 | " | | |
| 3 | 2 | 2 | 10.8 | " | " | 2 | 8-6 | 2 | 30.36 | 73 | 73 | 66 | 76 | " | " | 9 | " | | |
| 4 | 2 | 0 | 10.8 | North | " | 2 | 4-6 | 2 | 30.36 | 73 | 72 | 66 | 76 | " | " | 9 | " | | |
| 5 | 1 | 7 | Franklin | N 4 E 1/2 E | East | 2 | 3-5 | 2 | 30.36 | 74 | 72 | 66 | 76 | " | " | 9 | " | | |
| 6 | 1 | 3 | " | " | S. E. E. | 2 | 3-5 | 2 | 30.35 | 74 | 72 | 66 | 75 | " | " | 9 | " | | |
| 7 | 1 | 0 | " | " | S. E. by E. | 2 | 3-5 | 2 | 30.34 | 74 | 72 | 66 | 75 | " | " | 9 | " | | |
| 8 | 0 | 7 | " | " | " | 2 | 3-5 | 2 | 30.34 | 73 | 71 | 65 | 75 | " | " | 9 | " | | |
| 9 | 0 | 6 | " | N. E. by N. | S. E. | 2 | 3-5 | 2 | 30.34 | 73 | 71 | 65 | 75 | " | " | 9 | " | | |
| 10 | 0 | 6 | " | S. N. E. | " | 2 | 0 | 2 | 30.34 | 72 | 70 | 64 | 75 | " | " | 9 | " | | |
| 11 | 0 | 6 | " | " | " | 2 | 0 | 2 | 30.33 | 72 | 70 | 64 | 75 | " | " | 9 | " | | |
| Mid. | 0 | 6 | " | " | " | 2 | 0 | 2 | 30.32 | 72 | 70 | 64 | 75 | " | " | 9 | " | | |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Clear and pleasant. Moderate to gentle breeze from N.E. by E. Barometer rising. Morn ast at 2.30. Apprentices at the wheel. Lying to under for topmast and for storm staysails, close reefed main topmast, storm mizzen and foot of main topmast.

From 4 to 8 A. M.

Roger Welles, Jr.
Ensign U. S. N.

Partially cloudy and pleasant. Light to gentle breeze from N.E. by E. Barometer rising. Ship rolling considerably to leeward from N.E.: maximum heave roll 28°. At end of watch under for topmast staysails, for storm staysail, main topmast with head hauled down, close reefed main topmast and storm mizzen, lying to on starboard tack heading N 1/2 W. Comd E. by S. Apprentices at the wheel.

From 8 A. M. to Noon.

N. D. Lockman
Ensign U. S. N.

Clear, warm and pleasant. Breeze light from E. N.E. Comd E. by S. (p.c.) At 9.30 mustered at quarters. At 9.45 "Bleared ship for Action", then went to General quarters and exercised crew. Forward and After Divisions ready in 2 minutes, 20 seconds, Navigators division ready in 3 minutes 20 seconds, 1st, 2nd and 3rd divisions ready in 5 minutes, 6 minutes and 6 minutes 10 seconds, respectively. Secured ship at 10.27. At 10.30 took in main topmast and unlubed fore storm staysail and storm mizzen and stowed them below. 2nd period was devoted to shaking out reefs in topmasts and making sail to topgallant sails with single reef in mainmast. At end of watch ship by the wind on starboard tack under for topmast staysail and all plain sail to topgallant sail, except single reef in mainmast. At 11.14 put over patent log reading 8.6 miles. Apprentices at the wheel. Temperatures of mizzen 77°, 74°; forward, 76°, 74°; aft. F. Perry (B.N. 20) and J. H. Johnson (Yeo) reported the expiration of their terms of enlistment.

From Noon to 4 P. M.

W. B. Caperton
Lieutenant U. S. N.

Light breeze from E. N.E. Clear, warm and pleasant. Long swell from N.W. and E. N. By the wind on starboard tack, under same sail as at end of preceding watch. Instructed 1st and 3rd watches from 1.15 to 3.30 in seamanship, strapping blocks, knots, splices and general instruction. At 3.40 sounded fire alarm and exercised at fire quarters. Gunner's gang engaged overhauling and lubricating 4 inch R. & Munt No 23, (port, forward). By reason of expiration of enlistments Thos. Perry (B.N. 20) and J. H. Johnson (German) were paid in full and honorably discharged, the former with Continuous Service Certificate No. 9728. Apprentices at the wheel.

From 4 to 8 P. M.

J. R. Beach
Lieutenant U. S. N.

Clear. Light and gentle breeze from East to S.E. by E. Comd E. by S. By the wind under all plain sail to topgallant sail, with single reefed mainmast until 7 P.M. when topgallant sail was furled and topmast double reefed. Hauled in patent log at 5 P.M., registering 10.5 knots. Apprentices at the wheel.

From 8 P. M. to Mid.

H. P. Rusk
Lieutenant U. S. N.

Clear and pleasant. Light breeze from S.E. Barometer falling. Under double reefed topmast foremast, single reefed mainmast, jib, fore topmast staysail and spanker by the wind on the starboard tack. Comd E. by S. (p.c.) Apprentices at the wheel.

Examined and found to be correct.

Roger Welles, Jr.
Ensign U. S. N.J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Norfolk, Va. to Newport R. I.

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|-------|-------|--------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|---|---------------------------------------|
| Hour. | Knots | Tenths | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heed. | Lowest. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 5 | 5 | Heav'd in. | E by N | S by E. | 3 | 3-5 | 1/2 | 30.31 | 72 | 71 | 66 | 75 | b.c. | cum. | 7 | S |
| 2 | 1 | 4 | " | " | " | 3-2 | 3-5 | 1/2 | 30.31 | 72 | 71 | 66 | 75 | " | " | 7 | " |
| 3 | 1 | 3 | " | " | " | 3-2 | 3-5 | 1/2 | 30.31 | 72 | 71 | 66 | 75 | " | " | 7 | " |
| 4 | 1 | 5 | " | " | S. S. W. | 3-2 | 3-5 | 0 | 30.30 | 72 | 71 | 66 | 75 | " | cum clear | 7 | " |
| 5 | 1 | 0 | " | " | " | 2 | 3-4 | 0 | 30.30 | 71 | 70 | 66 | 75 | " | cir. cum. | 5 | L |
| 6 | 0 | 6 | " | " | S. W. | 1 | 3-4 | 0 | 30.30 | 71 | 71 | 67 | 75 | " | " | 5 | " |
| 7 | 1 | 2 | " | " | N. S. W. | 2 | 7-5 | 0 | 30.31 | 72 | 70 | 67 | 75 | " | " | 7 | " |
| 8 | 1 | 0 | " | " | " | 2 | 7-5 | 0 | 30.33 | 72 | 70 | 66 | 75 | " | " | 7 | " |
| 9 | 1 | 4 | " | " | " | 2 | 5 | 0 | 30.33 | 72 | 70 | 68 | 75 | " | " | 7 | " |
| 10 | 1 | 4 | " | " | " | 2 | 5 | 0 | 30.34 | 74 | 73 | 69 | 74 | " | " | 6 | " |
| 11 | 1 | 6 | " | " | " | 2 | 5 | 0 | 30.35 | 75 | 75 | 70 | 73 | " | " | 4 | " |
| Noon. | 1 | 6 | " | " | S. W. by N. | 3 | 5 | 0 | 30.35 | 75 | 75 | 70 | 72 | " | " | 5 | " |

30. 8 Distance run by Log.

Course and distance made good since preceding noon by observations, $N 28^{\circ} E$.

42 knots. tenths.

Position at Noon: Latitude by D. R. $35^{\circ} 05' N$.
 Longitude by D. R. $72^{\circ} 08' W$.
 Latitude by observations of \odot $36^{\circ} 09' N$.
 Longitude by chronometer from Forenoon Observations of \odot $71^{\circ} 58' W$.

Position at 3 A. M. Latitude by D. R. from Noon $30^{\circ} 07' N$.
 Longitude by observation $72^{\circ} 05' W$.
 Position at 3 P. M. Latitude by D. R. from Noon $36^{\circ} 15' N$.
 Longitude by chronometer from afternoon observation $71^{\circ} 23' W$.

Current during the time, 17 knots tenths per hour, setting to the $N. 20^{\circ} E$.Error of the Compass by Azimuth \odot observed at 3.30 P. M., ship's head E by N . $8^{\circ} 27' W$.Deviation of the Compass by Azimuth \odot observed at 3.30 P. M., ship's head E by N . $3^{\circ} 52' W$.variation used, $7^{\circ} 00' W$.Error of the Compass by Azimuth \odot observed at , ship's headDeviation of the Compass by Azimuth \odot observed at , ship's headvariation used, 0°

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1950 "

Coal consumed during the preceding 24 hours,

tons 240 lbs.

Coal remaining on hand at Noon,

163 " 2210 "

| | | | | | | | | | | | | | | | | |
|-------|---|---|-----------|--------|-------------|-----|---|---|-------|----|----|----|----|------|-----------|-----|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | 2 | 3 | Heav'd in | E by N | S. S. W. | 3 | 0 | 0 | 30.31 | 75 | 75 | 70 | 77 | b.c. | cir. cum. | 5 L |
| 2 | 2 | 6 | " | " | " | 3 | 0 | 0 | 30.29 | 75 | 75 | 70 | 78 | " | " | 7 - |
| 3 | 2 | 5 | " | " | " | 3 | 0 | 0 | 30.28 | 75 | 75 | 70 | 76 | " | " | 7 - |
| 4 | 2 | 9 | 10.2 | " | " | 3-4 | 0 | 0 | 30.25 | 75 | 75 | 70 | 76 | " | " | 8 - |
| 5 | 2 | 5 | 12.8 | " | S. W. by S. | 3 | 0 | 0 | 30.25 | 75 | 75 | 70 | 76 | " | " | 8 - |
| 6 | 2 | 9 | 15.7 | " | " | 4 | 0 | 0 | 30.25 | 74 | 74 | 69 | 76 | " | " | 8 - |
| 7 | 3 | 5 | 19.5 | " | " | 4 | 0 | 0 | 30.25 | 74 | 73 | 69 | 75 | " | " | 9 - |
| 8 | 3 | 3 | 22.8 | " | " | 4 | 0 | 0 | 30.25 | 73 | 73 | 69 | 75 | " | " | 9 - |
| 9 | 3 | 1 | 25.9 | " | S. W. | 4 | 0 | 0 | 30.29 | 73 | 73 | 69 | 74 | " | " | 8 - |
| 10 | 3 | 7 | 28.9 | " | " | 4 | 0 | 0 | 30.30 | 73 | 73 | 69 | 73 | " | " | 8 - |
| 11 | 3 | 7 | 29.6 | " | " | 4 | 0 | 0 | 30.31 | 73 | 73 | 69 | 74 | " | " | 6 - |
| Mid. | 3 | 7 | 31.5 | " | " | 4 | 0 | 0 | 30.31 | 73 | 73 | 69 | 75 | " | " | 9 - |

under the command of

Commander F. W. Dickins
Saturday, June 16

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Partly cloudy and pleasant. Moonlight at times. Light to gentle breeze from S by E to S. S. W. Barometer steady. At 3.15 took in sprinker. Moon set at 3.15. At end of watch under double reefed topsails, foreail, single reefed main sail, for topmast stay sail and jib, on course E. by N. Apprentice at the wheel.

N. D. Holman
Ensign U. S. N.

From 4 to 8 A. M.

Generally clear and pleasant. Wind light from S. S. W. veering to N. S. W. Long swell from E. S. E. Apprentice at the wheel. Under same sail as at end of previous watch. Course E. by N. (p.c.)

W. A. Caperton.
Lieutenant U. S. N.

From 8 A. M. to Merid.

Light to gentle breeze from N. S. W. and S. W. by N. Fair and pleasant. On course E. by N. under same sail as in preceding watch. By order of Commanding Officer released from confinement E. C. Cook (S. N. 12), and F. Ford (B. N. 12), their terms having expired. Apprentice at the wheel. Temperature of magazine 77°, 74° forward, 76°, 74° aft.

From Merid. to 12 P. M.

Clear. Gentle to moderate breeze from S. S. W. Course E. by N. (p.c.) Under same sail as in preceding watch. At 1 P. M. packed up all bags. At 1.30 inspected bags by Divisional Officer and took account of clothing and small stores requisites. Thomas Perry (B. N. 20) and J. W. Johnson (S. N. 12) released to serve for three years from this date. Apprentice at the wheel.

Lieutenant U. S. N.

From 12 to 4 P. M.

Clear and pleasant. Moderate breeze from S. W. by S. Barometer steady. At 6.30 furlled main sail, took a single reef in foreail and set down topgallant yards. At end of watch under jib, for topmast stay sail, double reefed topsails and single reefed foreail. Course E. by N. (p.c.) Apprentice at the wheel. Pumped out bilge. A few masted schooner passed astern standing to the Southward.

J. H. Percell
Lieutenant U. S. N.

From 4 P. M. to Mid.

Clear and pleasant. Bright moonlight. Moderate breeze from S. W. Barometer rising. At 10 o'clock hauled in patent log and found it foul; cleared it and put it on again reading 25.9. At end of watch under double reefed topsails, jib, for topmast stay sail and single reefed foreail, on course E. by N. Apprentice at the wheel.

N. D. Holman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk, Va., to Newport R. I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Phase of Clear Sky, in fathoms. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|---------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 4 | 8 | 31.5 | E. by N. | SE. | | 4 | 0 | 0 | 30.26 | 73 | 73 | 72 | 76 | b.c. w. | cir. | 9 | L. |
| 2 | 4 | 5 | 36.0 | " | " | | 4 | 0 | 0 | 30.27 | 73 | 73 | 72 | 76 | " | " | 9 | " |
| 3 | 4 | 5 | 40.5 | " | " | | 4 | 0 | 0 | 30.29 | 73 | 73 | 72 | 76 | " | " | 9 | " |
| 4 | 4 | 7 | 45.2 | " | " | | 4 | 0 | 0 | 30.29 | 73 | 73 | 72 | 76 | " | " | 9 | " |
| 5 | 4 | 3 | 49.5 | " | " | | 4 | 0 | 0 | 30.29 | 73 | 73 | 70 | 75 | b.o. | cir. cum. | 6 | N. |
| 6 | 4 | 5 | 53.3 | " | " | | 4 | 0 | 0 | 30.28 | 73 | 73 | 69 | 75 | " | " | 8 | " |
| 7 | 4 | 4 | 57.3 | " | " | | 4 | 0 | 0 | 30.29 | 74 | 73 | 70 | 76 | " | cum. | 4 | " |
| 8 | 4 | 1 | 61.0 | " | " | | 4 | 0 | 0 | 30.30 | 76 | 77 | 73 | 76 | " | " | 4 | " |
| 9 | 4 | 0 | 63.7 | " | " | | 4 | 4 | 0 | 30.30 | 76 | 76 | 72 | 76 | b.z | none | 10 | " |
| 10 | 4 | 5 | 65.6 | S. by E. | SE. | | 4 | 4 | 3/4 | 30.29 | 76 | 77 | 72 | 76 | " | " | 10 | " |
| 11 | 3 | 4 | 67.9 | " | " | | 5 | 5 | 2 | 30.30 | 76 | 77 | 73 | 76 | " | " | 10 | " |
| Noon. | 3 | 5 | 71.1 | " | " | | 5 | 5 | 2 | 30.30 | 77 | 78 | 74 | 74 | " | " | 10 | " |

86.4 Distance run by Log.

Course and distance made good since preceding noon by observations, $169^{\circ} 6'$.

116 knots. tenths.

Position at Noon: Latitude by D. R. $36^{\circ} 37' N.$
 Longitude by D. R. $70^{\circ} 21' W.$
 Latitude by observations of \odot $36^{\circ} 49' N.$
 Longitude by chronometer from Forenoon Observations of \odot $69^{\circ} 43' W.$

Position at 8 A. M. Latitude by *D. R. from Noon* $36^{\circ} 40' N.$
 Longitude by *observation* $70^{\circ} 21' W.$

Position at 8 P. M. Latitude by *D. R. from Noon* $37^{\circ} 06' N.$
 Longitude by *Chronometer from Afternoon Observation* $69^{\circ} 53' W.$

Current during the time, 32 knots tenths per hour, setting to the $166^{\circ} E$.

Deviation of the Compass by Azimuth \odot observed at 3.30 P. M., ship's head $1^{\circ} 14' N.$

Deviation of the Compass by Azimuth \odot observed at 3.30 P. M., ship's head $4^{\circ} 47' N.$

Error of the Compass by Azimuth \odot observed at , ship's head

Deviation of the Compass by Azimuth \odot observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1550 "

Coal consumed during the preceding 24 hours, tons 240 lbs.

Coal remaining on hand at Noon, 163 " 1970 "

| P. M. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Mid. |
|-------|------|---|------|------|------|------|------|------|------|------|------|------|
| | 1 | 0 | 74.3 | 76.9 | 79.9 | 82.3 | 85.1 | 87.8 | 89.0 | 90.2 | 90.7 | 90.7 |
| | 2 | 6 | 76.9 | 79.9 | 82.3 | 85.1 | 87.8 | 89.0 | 90.2 | 90.7 | 90.7 | 90.7 |
| | 3 | 0 | 79.9 | 82.3 | 85.1 | 87.8 | 89.0 | 90.2 | 90.7 | 90.7 | 90.7 | 90.7 |
| | 4 | 2 | 82.3 | 85.1 | 87.8 | 89.0 | 90.2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| | 5 | 2 | 85.1 | 87.8 | 89.0 | 90.2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| | 6 | 2 | 87.8 | 89.0 | 90.2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| | 7 | 2 | 89.0 | 90.2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| | 8 | 1 | 90.2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| | 9 | 2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| | 10 | 2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| | 11 | 2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |
| | Mid. | 2 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 | 90.7 |

under the command of

Commander F. W. Dickins
Sunday, June 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and damp. Bright moonlight until 3.30, when moon set. Moderate breeze from S.W. Course E. by N. (p.c.) Long swell from S.E. and N.E. Ship under jib for topmast staysail, double reefed topsails and single reefed foreail. Apprentices at the wheel.

W. S. Caperton,
Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate breeze from S.W. Fair and pleasant. Under same sail as in preceding watch. Apprentices at the wheel.

G. R. Brown,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear; hazy horizon. Moderate to stiff breeze from S.W. and S. S.W. At 9.30 changed course to S. S.W. p.c. and set spanker. Under same sail as in preceding watch with the addition of the spanker. Moderate sea from N.W. At 9.30 inspected at quarters. Commanding Officer inspected ship and crew. Apprentices at the wheel. Temperature of magazine 77°, 74°; forward, 76°, 74° aft.

J. S. Purcell,
Lieutenant U. S. N.

From Noon to 4 P.M.

Buggy. Stiff breeze from N. S.W. Barometer steady. Under jib, for topmast staysail, double reefed topsails, single reefed foreail and spanker. At 12.45 changed course to S.W. by N. (p.c.), patent log reading 73.3. Apprentices at the wheel. At end of watch two brigantines in sight on port beam.

Roger Welles Jr.,
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and pleasant. Fresh to moderate breeze from S.W. by N. Barometer steady. Exchanged color with two English brigantines which passed astern heading to N.W. and E. (Made Longitude signal International) but received no answer. At 6.15 clock fueled foreail and for topsail, clear reefed main topsail and set main trysail. At end of watch under jib, for topmast staysail, clear reefed main topsail, main trysail and spanker, heading course S.W. by N. Apprentices at the wheel.

N. D. Bolman,
Ensign U. S. N.

From 8 P.M. to Midnight.

Cloudy and threatening rain. Moderate to stiff breeze from S.W. by N. Kinebra cloudy and scud passing over from S.E. and N.E. Ship on course S.W. by N. (p.c.) under same sail as at end of previous watch. Apprentices at the wheel. Hauled in patent log at 9.15 on account of its being fouled.

W. S. Caperton,
Lieutenant U. S. N.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Norfolk, Va., to Newport, R.I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. | | | TEMPERATURE. | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in fifts. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|------------|-------------------|-------------|----------------|----------------|-----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 1 | 6 | Handed in | N. W. by N. | S. W. by W. | 4 | 5 | 3 | 30.32 | 75 | 76 | 73 | 80 | b.c. | cum. mist. | 4 | M. |
| 2 | 2 | 0 | " | " | " | 5 | 5 | 3 | 30.32 | 75 | 76 | 73 | 80 | " | " | " | " |
| 3 | 2 | 0 | " | " | N. E. W. | 4 | 5 | 3 | 30.31 | 75 | 76 | 73 | 80 | " | " | 6 | " |
| 4 | 2 | 0 | " | " | " | 4 | 5 | 3 | 30.31 | 75 | 76 | 73 | 80 | " | " | 8 | " |
| 5 | 2 | 2 | " | " | S. W. by W. | 4 | 4 | 3 | 30.30 | 75 | 75 | 71 | 79 | " | con. cum. | 6 | S. |
| 6 | 2 | 2 | " | " | " | 4 | 4 | 3 | 30.29 | 75 | 75 | 71 | 79 | " | " | 6 | " |
| 7 | 2 | 0 | " | " | " | 4 | 4 | 3 | 30.31 | 74 | 74 | 70 | 70 | " | " | 7 | " |
| 8 | 1 | 7 | " | " | N. E. W. | 4 | 4 | 3 | 30.33 | 72 | 73 | 70 | 69 | " | " | 6 | " |
| 9 | 2 | 0 | " | " | S. W. by W. | 3 | 4 | 1 | 30.34 | 73 | 73 | 70 | 72 | " | " | 6 | " |
| 10 | 2 | 0 | " | " | " | 3 | 4 | 1 | 30.35 | 73 | 74 | 71 | 70 | " | " | 9 | " |
| 11 | — | — | " | laying to. | " | 3 | 0 | — | 30.36 | 74 | 74 | 71 | 70 | " | " | 9 | " |
| Noon. | 0 | 6 | " | S. E. | " | 3 | 2 | 1 | 30.36 | 75 | 75 | 72 | 71 | " | " | 9 | " |

49.4 Distance run by log.

Course and distance made good since preceding noon by observations, N 15° E.

75 knots. tenths.

| | | |
|---------------------|--|------------|
| Position at Noon: | Latitude by D. R. | 37° 35' N. |
| | Longitude by D. R. | 70° 02' W. |
| | Latitude by observations of ☉ | 38° 02' N. |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 69° 20' W. |
| | Latitude by D. R. from Noon | 37° 58' N. |
| | Longitude by observation | 69° 17' W. |
| Position at 8 P. M. | Latitude by D. R. from Noon | 37° 40' N. |
| | Longitude by chronometer from Afternoon observation ☉ | 69° 16' W. |

Current during the time, 4.3 knots tenths per hour, setting to the N 52° E.

Error of the Compass by Azimuth ☉ observed at 8.20 A. M., ship's head N. W. 1/4 N.

8° 34' W.

Deviation of the Compass by Azimuth ☉ observed at 8.20 A. M., ship's head

1° 17' W.

variation used, 9° 40' W.

Error of the Compass by Azimuth ☉ observed at 3.40 P. M., ship's head

8° 59' W.

Deviation of the Compass by Azimuth ☉ observed at 3.40 P. M., ship's head

8° 48' E.

variation used, 10° 12' W.

Water expended during the preceding 24 hours,

350 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

1200 "

Coal consumed during the preceding 24 hours,

tons 240 lbs.

Coal remaining on hand at Noon,

163 " 1730 "

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-------------------|------------|---|---|-------|-------|-------|----|----|----|-------|-----------|---|----|---|
| P. M. | | | 91.4 | | | | | | | | | | | | | | | |
| 1 | 4 | 5 | 93.4 | S.E. 1/2 S. | S.W. | 5 | 3 | 1/2 | 30.35 | 76 | 76 | 73 | 71 | b.c. | con. cum. | 7 | N. | |
| 2 | 5 | 0 | 98.0 | S.E. 1/4 S. | " | 5 | 3 | 1/2 | 30.35 | 76 | 76 | 73 | 71 | " | " | 7 | " | |
| 3 | 5 | 0 | 3.0 | S.E. 1/2 E. | S.W. by S. | 5 | 3 | 1/2 | 30.35 | 77 | 77 | 73 | 79 | " | " | 7 | " | |
| 4 | 5 | 2 | 8.2 | S.E. by E. | S.E.W. | 4 | 3 | 1/2 | 30.35 | 77 | 77 | 74 | 79 | " | con. cum. | 7 | " | |
| 5 | 5 | 1 | 13.3 | " | " | 4 | 4 | 3/4 | 30.36 | 76 | 76 | 74 | 77 | " | clear. | 4 | " | |
| 6 | 4 | 7 | 18.0 | " | " | 4 | 4 | 3/4 | 30.37 | 75 | 75 | 73 | 75 | " | " | 6 | " | |
| 7 | 4 | 4 | 22.4 | " | " | 4 | 4 | 3/4 | 30.37 | 74 | 73 | 71 | 72 | " | " | 4 | " | |
| 8 | 1 | 7 | 24.1 | S.E. 1/2 E. | " | 3 | 4 | 3 | 1 1/2 | 30.35 | 73 | 72 | 70 | 72 | " | " | 5 | " |
| 9 | 2 | 2 | 26.3 | S.E. by E. | " | 4 | 3 | 1 1/2 | 30.36 | 73 | 72 | 70 | 72 | b.c.w | " | 7 | S. | |
| 10 | 2 | 4 | 26.9 | " | " | 4 | 3 | 1 1/2 | 30.36 | 73 | 72 | 70 | 79 | " | con. cum. | 5 | " | |
| 11 | 2 | 2 | 28.9 | S.E. by E. 1/2 E. | " | 4 | 3 | 1 1/2 | 30.36 | 75 | 75 | 73 | 79 | " | " | 4 | " | |
| Mid. | 2 | 0 | 31.0 | S.E. by E. | " | 4 | 3 | 1 1/2 | 30.37 | 75 | 75 | 73 | 79 | b.c. | " | 0 | " | |

under the command of

Commander F. W. Dickins
Monday, June 18.

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Stiff to moderate breeze from S.W. by W. and W. S.W. Fair and pleasant bright moonlight. On course N.W. by N., under jib, for topmast staysail, main trysail, spanker and claw reefed main topsail. Apprentices at the wheel.

Geo. R. Green
Lieutenant W. F. N.

From 4 to 8 A.M.

Clear. Moderate breeze from S.W. by W. and W. S.W. Course N.W. by N. (p.) Under same sail as in preceding watch. Moon set about 4.15 A.M. Apprentices at the wheel. Temperature of sea water fell suddenly 9° at 7 A.M.

J. H. Purcell
Lieutenant W. F. N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle breeze from S.W. by W. Barometer rising. At 9.30 mustered at quarters. At 9.45 called all hands, crew topgallant and royal yards, and made sail to royal, shaking out all reefs except a single reef in mainmast. Took in the main trysail. At 10.10 hoisted ship and brought her by the wind on the starboard tack heading S.E. At 10.45 sighting something that appeared like the bottom of a ship, hove to with the main aback, lowered port life boat, with Dist. Carpenter in charge, who found the object to be a large dead sperm whale. Hoisted life boat about 10.40 and filled away on the starboard tack at 11.45. Apprentices at the wheel. Temperature of magazines 77°, 74° forward, 76° 74°, aft.

Roger Welles Jr.
Ensign W. F. N.

From Noon to 4 P.M.

Cloudy and pleasant. Stiff to moderate breeze from S.W. to S. S.W. Barometer steady. At 2.30 hoisted down flying jib. From 1.15 to 3.30 the apprentices of 1st water were instructed in stappung blocks, general seamanship and gunnery by divisional officer; 2 apprentices from each division were instructed in splicing wire rope. At 2 o'clock changed course to S.W. by S. At end of watch under all plain sail to royal, except flying jib and single reef in mainmast, heading S.E. by E. Apprentices at the wheel.

N. D. Holman
Ensign W. F. N.

From 4 to 8 P.M.

Fair damp and pleasant. Moderate breeze from S. S.W. Moderate sea from S.E. and W.S. At 6.45 took in and furlled topgallant sails and royal and stowed flying jib, took two single reefs in topsails, one reef in foremast and sent down topgallant and royal yards. Apprentices at the wheel. Course S.W. by S. (p.) At end of watch came ship by the wind on starboard tack, under jib, for topmast staysail, two single reefs in topsails, single reef in courses and spanker.

W. R. Caperton
Lieutenant W. F. N.

From 8 P.M. to Midnight.

Moderate breeze from S. S.W. Cloudy, with moon showing at intervals first three hours, overcast last hour. By the wind on starboard tack, under jib, for topmast staysail, main trysail, spanker, single reefed courses and double reefed topsails. Set the main trysail at 8.10. Apprentices at the wheel.

Geo. R. Green
Lieutenant W. F. N.

Examined and found to be correct.

J. B. Miltou
Lieutenant W. F. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Norfolk, Va. to Newport, R. I.

| | | | | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-------------------------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|------------------------------|-------------------|--|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Clear Sky, in fths. | State of the Sea. | | |
| | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 7 | 32.0 | SE 1/2 E. | SW by S. | 4 | 5 | 1 1/2 | 30.37 | 75 | 75 | 75 | 80 | b.c. | cum. | 3 | S. | | | |
| 2 | 1 | 33.1 | " | " | 4 | 5 | 1 1/2 | 30.37 | 75 | 75 | 75 | 80 | " | " | 3 | " | | | |
| 3 | 2 | 33.9 | " | " | 4 | 4 | 1 1/2 | 30.37 | 75 | 75 | 75 | 80 | " | " | 3 | " | | | |
| 4 | 2 | 34.0 | " | " | 4 | 4 | 1 1/2 | 30.37 | 75 | 75 | 75 | 80 | " | " | 2 | " | | | |
| 5 | 2 | 34.3 | " | " | 3 | 3 | 1 1/2 | 30.42 | 75 | 75 | 74 | 79 | " | cum. mist. | 3 | " | | | |
| 6 | 2 | 36.3 | SE 1/2 S. | SW. | 3 | 3 | 1 1/2 | 30.43 | 75 | 75 | 73 | 79 | " | " | 1 | " | | | |
| 7 | 1 | 36.9 | SE by S. | " | 3 | 3 | 1 1/2 | 30.44 | 75 | 75 | 72 | 79 | " | " | 1 | " | | | |
| 8 | 1 | 37.5 | SE. | SW by S. | 3 | 3 | 1 1/2 | 30.45 | 75 | 75 | 72 | 79 | " | " | 1 | " | | | |
| 9 | 1 | 38.2 | SE 1/2 S. | " | 3 | 3 | 1 1/2 | 30.46 | 75 | 75 | 72 | 79 | " | " | 2 | " | | | |
| 10 | 1 | 38.2 | SE. | " | 3 | 3 | 1 1/2 | 30.47 | 76 | 75 | 71 | 79 | " | cir. cum. | 4 | " | | | |
| 11 | 2 | 38.2 | " | SSW. | 3 | 3 | 1 1/2 | 30.49 | 77 | 76 | 72 | 79 | " | " | 7 | " | | | |
| Noon. | 3 | 41.5 | E. SE. | S by W. | 3 | 4 | 1 1/2 | 30.50 | 77 | 76 | 72 | 80 | " | " | 8 | " | | | |

68.7 Distance run by log.

Course and distance made good since preceding noon by observations, S 87° E. 140 knots. tenths.

| | | |
|---------------------|--|------------|
| Position at Noon: | Latitude by D. R. | 37° 30' N. |
| | Longitude by D. R. | 67° 38' W. |
| | Latitude by observations of ☉ | 37° 56' N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 66° 04' W. |
| Position at 2 A. M. | Latitude by <i>D. R. from Noon</i> | 37° 58' N. |
| | Longitude by <i>observation</i> | 66° 25' W. |
| Position at 2 P. M. | Latitude by <i>D. R. from Noon</i> | 37° 57' N. |
| | Longitude by <i>D. R. from Noon</i> | 66° 40' W. |

Current during the time, 70 knots tenths per hour, setting to the N 68° E.

| | | |
|---|-------------|----------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Water expended during the preceding 24 hours, | 400 | gallons. |
| Water during the preceding 24 hours, | | " |
| Water remaining on hand fit for use at Noon, | 800 | " |
| Coal consumed during the preceding 24 hours, | 240 | lbs. |
| Coal remaining on hand at Noon, | 163 | 1490 |

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|------|--------------|-----------|---|---|-------|-------|----|----|----|----|---------|-----------|---|---|--|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | 5 | 7 | 47.2 | E. by S. | South | 4 | 5 | 1 1/2 | 30.49 | 77 | 76 | 72 | 80 | b.c. | cum. | 4 | S | |
| 2 | 5 | 1 | 50.9 | N. 44 1/2 E. | S W by S. | 4 | 5 | 1 | 30.48 | 77 | 76 | 72 | 80 | " | " | 4 | " | |
| 3 | 4 | 9 | 55.8 | West | S by W. | 4 | 5 | 1 | 30.48 | 77 | 76 | 72 | 79 | " | " | 2 | " | |
| 4 | 3 | 8 | 59.6 | W. by N. | S. S. W. | 4 | 5 | 1 | 30.46 | 77 | 76 | 72 | 79 | b.c. w. | " | 2 | " | |
| 5 | 3 | 8 | 63.4 | " | " | 4 | 4 | 1 | 30.46 | 77 | 76 | 72 | 79 | b.c. | cir. cum. | 1 | " | |
| 6 | 4 | 0 | 67.4 | N. 1/4 N. | " | 4 | 4 | 1 | 30.46 | 76 | 76 | 72 | 79 | " | strat. | 1 | " | |
| 7 | 3 | 6 | 71.0 | West | S. by W. | 4 | 4 | 1 | 30.46 | 76 | 76 | 72 | 79 | " | " | 4 | " | |
| 8 | 3 | 0 | 73.6 | N. 1/2 S. | " | 3 | 4 | 1 | 30.46 | 75 | 76 | 71 | 79 | " | " | 3 | " | |
| 9 | 2 | 4 | 76.2 | N. 1/2 S. | S. S. W. | 3 | 4 | 1 | 30.47 | 74 | 75 | 71 | 79 | " | cir. cum. | 7 | " | |
| 10 | 3 | 0 | 78.9 | " | " | 3 | 4 | 1 | 30.47 | 74 | 75 | 71 | 79 | " | " | 8 | " | |
| 11 | 3 | 2 | 81.2 | " | " | 3 | 4 | 1 | 30.47 | 74 | 75 | 71 | 79 | " | " | 4 | " | |
| Mid. | 2 | 6 | 82.1 | N. 1/4 N. | " | 3 | 4 | 1 | 30.47 | 74 | 75 | 71 | 79 | " | " | 4 | " | |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy. Moderate breeze from S.W. by S. Course S.W. by S. By the wind under came sail as in preceding watch. Apprentices at the wheel.

From 4 to 8 A. M.

Cloudy. Gentle breeze from S.W. to S.W. by S. Barometer rising. Under jib, fore topmast stay-sail, double reefed topsails, single reefed courses, main trysail and spanker, by the wind on starboard tack. Course S.W. by S. (p.c.) Apprentices at the wheel.

J. D. Purcell,
Lieutenant U. S. N.

From 8 A. M. to Merid

Partly cloudy and pleasant. Gentle breeze from S.W. by S. to S.W. by S. Barometer rising. At 9:30 mustered crew at quarters and had divisional instruction, until 10:45. Navigator's division rigged spar topgallant yard as crossjack yard. At 11:15 called all hands crew topgallant and royal yards and made all plain sail to royals. At end of watch under all plain sail to royals except single reef in mainsail, with fore topmast stay-sail leading S.E. Course S.W. by S. Apprentices at the wheel. Temperature of magazines 78° 75° forward, 76° 74° aft. Tested magazines and shell room flood cocks and found them in working order.

Roger Welles, Jr.,
Ensign U. S. N.

From Merid. to 4 P. M.

Cloudy, damp and pleasant. Moderate breezes from South, varying to S.W. Course S.W. by S. (p.c.) At 1:00 clock hoisted ship and brought her on port tack. At 2:25 took in and furlled royals and stowed flying jib. 3rd period, the 1st watch had dismounting Hotchkiss Rifles and Colts (D.C.) Revolvers and 4th watch had marksmanship seamanship and signals: 4th period from 2:30 to 3:15, 1st watch had same as 3rd period and also marksmanship seamanship and 2nd watch had gunnery; 5th period from 3:30 to 4:00 clock, 1st watch had helms, lead and log and 2nd watch had lead and log. Sumner's Gang engaged in overhauling and lubricating 4th Mch. #43, of the after starboard 4" R. & L. gun. By order of Captain, J. O. Johnson was rated from Danmar to German to date from June 17, 1894. At end of watch ship on port tack by the wind, under fore topmast stay-sail and all plain sail to topgallant sails, except single reef in mainsail. Apprentices at the wheel.

N. D. Goodman
Ensign U. S. N.

From 4 to 8 P. M.

Moderate to gentle breeze from S.E.W. and S.W. Cloudy first half, partly clearing last two hours. Smooth sea. At 6:50 took in single reef in the topsails and all topgallant sails over the topsails. At the main trysail at 7:30 At end of watch by the wind on port tack, under jib, fore topmast stay-sail, main trysail, spanker, topgallant sails, foreail, single reefed mainsail and single reefed topsails. Apprentices at the wheel.

W. R. Caperton,
Lieutenant U. S. N.

From 8 P. M. to Mid.

Fair to clear. Gentle breeze from S.E.W. Course S.W. by S. (p.c.) By the wind under came sail as in preceding watch. Apprentices at the wheel. From now at 9:00.

A. R. Beach,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N., Navigator.

J. D. Purcell,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Norfolk, Va., to Newport, R.I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Power of Clear Sky in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|-------------------------|-------------------|-------------|----------------|----------------|-------------------|----------|-----------------------------------|------------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 6 | 82.1 | N. by S. | S. S. E. | 2 | 3 | 1 | 30.44 | 74 | 74 | 72 | 79 | b. c. w. | cum. | 2 | S. | |
| 2 | 0 | 5 | 82.1 | S. W. | S. E. by N. | 2 | 3 | 1 | 30.44 | 74 | 74 | 72 | 79 | " | " | 4 | " | |
| 3 | 0 | 8 | 82.1 | " | " | 1 | 2 | 1 | 30.45 | 74 | 74 | 72 | 79 | " | " | 4 | " | |
| 4 | 0 | 8 | 82.1 | N. E. by N. | S. E. | 1 | 1 | 1 | 30.45 | 73 | 74 | 71 | 79 | " | " | 4 | " | |
| 5 | 1 | 2 | 82.1 | N. by E. | S. S. E. | 1 | 1 | 1 | 30.45 | 74 | 74 | 71 | 79 | b. c. | " | 5 | " | |
| 6 | 1 | 2 | 82.1 | N. by S. | " | 1 | 1 | 1 | 30.45 | 75 | 74 | 72 | 79 | " | " | 4 | " | |
| 7 | 1 | 2 | 82.1 | " | " | 1 | 1 | 1 | 30.45 | 75 | 75 | 72 | 79 | " | cir. cum. | 4 | " | |
| 8 | 1 | 6 | 82.1 | " | " | 1 | 1 | 1 | 30.44 | 75 | 75 | 72 | 79 | " | " | 4 | " | |
| 9 | 2 | 0 | 82.2 | West | S. by N. | 1-2 | 2 | 2 | 30.44 | 76 | 76 | 72 | 79 | " | " | 7 | " | |
| 10 | 1 | 0 | 82.8 | " | " | 1-2 | 1 | 2 | 30.44 | 77 | 78 | 73 | 79 | " | " | 7 | " | |
| 11 | 0 | 5 | 82.8 | N. W. by N. | S. E. by S. | 1-2 | 2 | 2 | 30.44 | 77 | 78 | 74 | 80 | " | " | 8 | " | |
| Noon. | 1 | 0 | 82.8 | N. W. | " | 1-2 | 2 | 2 | 30.44 | 79 | 79 | 74 | 80 | " | " | 8 | " | |

58 S Distances run by log.

Course and distance made good since preceding noon by observations, *N 63° E.*

32 knots. tenths.

Position at Noon: Latitude by D. R. *38° 00' N.*
 Longitude by D. R. *67° 01' W.*
 Latitude by observations of ☉ *38° 01' N.*
 Longitude by chronometer from Forenoon Observations of ☉ *65° 38' W.*
 Position at 8 A. M. Latitude by *D. R. from Noon* *38° 10' N.*
 Longitude by *observation* *65° 33' W.*
 Position at 8 P. M. Latitude by *D. R. from Noon* *38° 11' N.*
 Longitude by *Chronometer from Afternoon observation* *65° 07' W.*

Current during the time, 72 knots tenths per hour, setting to the *N 80° E.*

Deviation of the Compass by Azimuth ☉ observed at *8 20 A. M.*, ship's head *N. 1/2 S.*

Deviation of the Compass by Azimuth ☉ observed at *8 20 A. M.*, ship's head *"*

Deviation of the Compass by Azimuth ☉ observed at *3 50 P. M.*, ship's head *N. W. by N.*

Deviation of the Compass by Azimuth ☉ observed at *3 50 P. M.*, ship's head *"*

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

400 "

Coal consumed during the preceding 24 hours,

tons 480 lbs.

Coal remaining on hand at Noon,

163 " 1010 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Pop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|--------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|------------------------------|-------------------|
| 1 | 6 | 82.9 | | <i>N. by N.</i> | <i>S. E.</i> | 1-2 | 2 | 2 | 30.43 | 79 | 79 | 74 | 80 | <i>b. c.</i> | <i>cir. cum.</i> | 5 | <i>S.</i> |
| 2 | 1 | 8 | 83.4 | <i>N. W. by N.</i> | <i>S. W. by W.</i> | 1-2 | 3 | 2 | 30.42 | 79 | 80 | 74 | 80 | " | " | 5 | " |
| 3 | 2 | 0 | 84.7 | " | " | 2 | 5 | 1 1/2 | 30.41 | 78 | 80 | 74 | 80 | " | " | 5 | " |
| 4 | 3 | 0 | 87.5 | <i>N. W. 1/2 N.</i> | <i>N. E. by E.</i> | 3 | 5 | 1 | 30.41 | 78 | 80 | 74 | 80 | " | <i>cum.</i> | 5 | " |
| 5 | 1 | 8 | 90.9 | <i>N. W. 1/2 E.</i> | <i>N. E. by E.</i> | 3 | 4 | 1/2 | 30.40 | 78 | 80 | 74 | 80 | " | " | 5 | " |
| 6 | 4 | 5 | 95.4 | <i>S. E. 1/2 N.</i> | " | 3 | 4 | 1/2 | 30.40 | 77 | 78 | 73 | 80 | " | " | 5 | " |
| 7 | 3 | 0 | 97.6 | " | " | 3 | 4 | 1/2 | 30.40 | 76 | 77 | 73 | 79 | " | " | 6 | " |
| 8 | 3 | 0 | 100.6 | <i>S. E. 1/2 N.</i> | " | 2-3 | 3 | 1/2 | 30.40 | 76 | 77 | 73 | 79 | " | " | 6 | " |
| 9 | 3 | 4 | 2.8 | <i>S. E.</i> | <i>S. E. by S.</i> | 3 | 4 | 1/2 | 30.40 | 76 | 76 | 73 | 79 | " | <i>cum. amb.</i> | 6 | " |
| 10 | 4 | 5 | 6.7 | <i>S. E. 1/2 S.</i> | " | 3-4 | 4 | 1/2 | 30.40 | 76 | 76 | 73 | 79 | " | " | 5 | " |
| 11 | 4 | 5 | 11.0 | " | " | 3-4 | 4 | 1/2 | 30.40 | 75 | 75 | 72 | 79 | " | " | 4 | " |
| Mid. | 5 | 0 | 14.3 | " | " | 3-4 | 4 | 1/2 | 30.40 | 75 | 75 | 72 | 79 | " | " | 4 | " |

under the command of

Commander J. M. Dickens
Wednesday, June 20

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy but pleasant. Light air and breeze from S.W. to S.W. by W. Under plain sail to topgallant sails with single reefed topsails and mainmast, with main trysail. Commenced S.W. by S. Apprentices at the wheel.

Roger Welles, Jr.
Ensign U.S.N.

From 4 to 8 A.M.

Partly cloudy and pleasant. Light air from S.W. Barometer steady. At 7 o'clock made all plain sail to royals except single reef in mainmast. At end of watch under all plain sail to royals except single reef in mainmast, with fore topmast staysail and main trysail heading W. by N. Commenced S.W. by S. Apprentices at the wheel.

J. N. Goldman
Ensign U.S.N.

From 8 A.M. to Merid.

Clear and warm. Light air and breeze from S.W. and S.W. by S. Commenced S.W. by S. (p.c.) At 9.30 mustered at quarters. The first period from 9.45 to 10.45 was devoted to Box Hauling ship. At 10.45 hauled up mainmast. 2nd period from 11.00 to 11.45, 1st watch had signals and gunnery and 2nd watch had signals. Apprentices of watch at the wheel. Gunnery gang engaged in overhauling and lubricating 4" Mount #4 of the forward starboard gun, and painting gun ports. At end of watch ship by the wind on port tack under fore topmast staysail and all plain sail to royals except mainmast. At 10 A.M. started fire under boiler B for distilling. Temperature of magazines 77°, 74°, forward, 76°, 74°, aft.

W. H. Raperton
Lieutenant U.S.N.

From Merid. to 4 P.M.

Light air to gentle breeze from S.W. to S.W. Fair and pleasant. Smooth sea. Set single reefed mainmast at 2.27. At end of watch, by the wind on port tack, under fore topmast staysail main trysail and all plain sail to royals except a single reef in the mainmast. All divisions of apprentices at work overhauling clothing. Started distilling at 1.30, with fire banked under boiler B. Apprentices at the wheel.

J. R. Beach
Lieutenant U.S.N.

From 4 to 8 P.M.

Light to gentle breeze from W. by S. Course S.W. by S. At 4.25 wore ship. At 6.30 took in royals and flying jib, and sent down royal yards. Distilling with banked fire under boiler B. Apprentices at the wheel. At end of watch under all plain sail to topgallant sails and main trysail with single reef in mainmast.

J. H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy but pleasant. Gentle to moderate breeze from S.W. by S. Barometer steady. Under all plain sail to topgallant sails and main trysail, with a single reef in mainmast, by the wind on the starboard tack. Commenced S.W. by S. Apprentices at the wheel. Distilling with banked fire under boiler B.

Roger Welles, Jr.
Ensign U.S.N.

Examined and found to be correct.

J. B. Miltner
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk, Va., to Newport, R. I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prev. of Clear Sky, in fths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | 4 | 8 | 19.1 | S 6 1/2 E. | S. S. W. | 5-6 | 7 | 1/2 | 30.40 | 75 | 75 | 72 | 79 | b. c. w. g. | cum. mist. 4 | N. |
| 2 | 4 | 7 | 23.8 | " | S. W. by S. | 5-6 | 7 | 1/2 | 30.38 | 75 | 75 | 72 | 79 | " | " 5 | " |
| 3 | 4 | 5 | 28.3 | " | " | 5-6 | 7 | 1/2 | 30.37 | 75 | 74 | 72 | 79 | b. c. w. | cir. cum. 6 | " |
| 4 | 4 | 6 | 32.9 | S. E. by S. | S. W. | 5-6 | 7 | 1/2 | 30.37 | 74 | 74 | 72 | 79 | b. c. w. | cum. mist. 0 | " |
| 5 | 5 | 9 | 33.3 | S. S. E. 1/2 E. | S. W. by W. | 5-6 | 7 | 3/4 | 30.40 | 74 | 73 | 72 | 79 | b. c. w. | " 1 | " |
| 6 | 6 | 2 | 37.7 | S. S. E. | " | 5-6 | 7 | 3/4 | 30.40 | 74 | 73 | 71 | 78 | b. c. | " 0 | " |
| 7 | 5 | 5 | 42.5 | S. E. by S. | S. W. | 5-6 | 5 | 3/4 | 30.40 | 74 | 73 | 72 | 78 | " | " 0 | " |
| 8 | 5 | 8 | 47.1 | " | " | 5-6 | 5 | 3/4 | 30.43 | 73 | 74 | 72 | 79 | " | " 0 | " |
| 9 | 5 | 6 | 51.5 | S. E. 3/4 S. | " | 6 | 5 | 1/2 | 30.44 | 74 | 74 | 72 | 78 | " | " 0 | " |
| 10 | 5 | 8 | 56.2 | " | " | 6 | 5 | 1/2 | 30.44 | 74 | 74 | 72 | 78 | " | " 0 | " |
| 11 | 5 | 4 | 61.8 | " | " | 6 | 5 | 1/2 | 30.43 | 74 | 74 | 72 | 78 | b. c. | " 3 | " |
| Noon. | 5 | 5 | 67.2 | S. S. E. 1/2 E. | S. W. by W. | 6 | 5 | 1/2 | 30.43 | 74 | 74 | 72 | 78 | " | " 3 | " |

104.0 Distance run by log.

Course and distance made good since preceding noon by observations, S 67° E.

143 knots. tenths.

| | | |
|---------------------|---|----------------|
| Position at Noon: | Latitude by D. R. | 37° 03' 00" N. |
| | Longitude by D. R. | 63° 04' 00" W. |
| | Latitude by observations of ☉ | 37° 02' 12" N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 62° 04' 46" W. |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 37° 02' 44" N. |
| | Longitude by <i>Observations</i> | 63° 01' 10" W. |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 36° 04' 00" N. |
| | Longitude by <i>Chronometer from Afternoon Observations</i> ☉ | 62° 02' 21" W. |

Current during the time, 44 knots tenths per hour, setting to the S 70° E.

Error of the Compass by Azimuth ☉ observed at 330° 00", ship's head S 67° E 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 330° 00", ship's head "

Error of the Compass by Azimuth ☉ observed at , ship's head "

Deviation of the Compass by Azimuth ☉ observed at , ship's head "

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

400 gallons.

841 "

841 "

tons 2000 lbs.

162 " 1250 "

| | | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------------|-------------|-----|---|-----|-------|----|----|----|----|----------|--------------|----|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | 5 | 8 | 71.9 | S. by E. 1/2 E. | W. S. W. | 6 | 4 | 3/4 | 30.43 | 74 | 74 | 72 | 78 | b. c. | cum. ethal 2 | N. |
| 2 | 5 | 4 | 76.2 | S. by E. | " | 6 | 4 | 3/4 | 30.43 | 74 | 74 | 72 | 76 | " | " 5 | " |
| 3 | 4 | 6 | 80.5 | S. by E. 1/4 E. | " | 5 | 4 | 3/4 | 30.43 | 74 | 74 | 72 | 77 | " | " 7 | " |
| 4 | 4 | 4 | 85.0 | " | " | 5 | 4 | 3/4 | 30.43 | 74 | 74 | 72 | 77 | " | " 8 | " |
| 5 | 5 | 0 | 89.9 | " | " | 5 | 4 | 3/4 | 30.43 | 74 | 74 | 72 | 77 | " | " 8 | " |
| 6 | 5 | 4 | 93.1 | S 3/4 E. | " | 5 | 5 | 3/4 | 30.43 | 74 | 74 | 72 | 77 | " | cir. cum. 8 | " |
| 7 | 4 | 2 | 7.1 | " | " | 4-5 | 5 | 3/4 | 30.43 | 74 | 74 | 72 | 76 | b. c. w. | " 9 | " |
| 8 | 3 | 8 | 10.9 | S. by E. | " | 4 | 5 | 3/4 | 30.42 | 74 | 74 | 72 | 76 | " | " 9 | " |
| 9 | 3 | 7 | 14.6 | S. S. E. | S. W. by W. | 4 | 5 | 1/2 | 30.40 | 74 | 74 | 72 | 76 | " | " 9 | " |
| 10 | 3 | 9 | 18.5 | " | " | 4 | 5 | 1/2 | 30.40 | 74 | 74 | 72 | 76 | b. | none 10 | " |
| 11 | 4 | 5 | 23.0 | " | " | 4 | 5 | 1/2 | 30.40 | 74 | 74 | 72 | 76 | " | " 10 | " |
| Mid. | 4 | 8 | 27.8 | " | " | 4 | 5 | 1/2 | 30.39 | 74 | 74 | 72 | 79 | b. c. w. | cum. 8 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and damp. Stiff breeze with frequent light squalls from S. E. to S. W. by E. Barometer falling. At 12.15 took in and furled topgallant sails. At end of watch under jib, fore topmast staysail, topsails, courses with single reef in the mainsail, main topsail and spanker, heaving S. E. by E. Course S. W. by S. Apprentice at the wheel. Distilling with fire banked under boiler B.

N. D. Lockman
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy, damp and threatening weather. Stiff to fresh breeze from S. W. by W. and S. W. Course S. W. by S. Ship by the wind on starboard tack under same sail as at end of previous watch. Apprentice at the wheel. Distilling with fire banked under boiler B.

W. B. Caperton
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fresh breeze from S. W. and S. W. by W. Outcast first half, partly clearing last two hours. Moderate sea. By the wind on starboard tack under same sail as in preceding watch. Mustered crew at quarters at 9.30. During 1st and 2nd periods, 9.45 to 11.30, instructed and exercised, 2nd watch in hauling for storm staysail, signals and gunnery; 3rd watch, 1st period, sails and spar; 2nd period, gunnery. Rigged and crossed mizzen topsail yard. Distilling with fire banked under boiler B. Apprentice at the wheel. Gunner's gang engaged in painting of 4 inch mounts on starboard side of deck. Temperature of magazines 77°, 74°, forward, 76°, 74° aft.

From Merid. to 4 P.M.

Cloudy to clear. Stiff to fresh breeze from W. S. W. Course S. W. by S. (pec). By the wind under same sail as in preceding watch. Exercised and instructed apprentices as follows: 1st watch gunnery from 1.15 to 2 P.M. and in signals from 2.15 to 3 P.M.; 3rd watch practical seamanship from 1.15 to 3 P.M. At 8.30 "Anch and Away" all boats for cutting out and then overhauled boat braces. Distilling with banked fire under boiler B. Apprentice at the wheel. Gunner's gang engaged in painting inside of mounts of 4 inch guns.

J. R. Beane
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Stiff to moderate breeze from W. S. W. Barometer steady. Under all sail to topsails and main topsail with single reef in mainsail on starboard tack. Changed course at 4.10 to W. by S. Apprentice at the wheel. Distilling with banked fire in boiler B. At 5.30 hauled in old portulac and put on new one.

H. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear, starlight, heavy dew. Moderate breeze from S. W. by W. Barometer steady. At end of watch under jib, fore topmast staysail, topsails, courses with single reef in mainsail, main topsail and spanker, heaving S. E. Course W. by S. Apprentice at the wheel. Distilling with banked fire under boiler B.

Roger Welles, Jr.
Ensign U. S. N.N. D. Lockman
Ensign U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk Va, to Newport, R. I.

Third Rate,

| Hrs. | Knots | Tenths | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|-------|--------|------------------------|--------------------------------------|--------------------------------|--------|-------|------------------------|-------------------|-------------|----------------|-----------------------------------|------------------------------|-------------------------------|--------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | |
| A. M. | | | | | | | | | | | | | | | |
| 1 | 3 | 9 | 30.7 | <i>S 1/2 W.</i> | <i>W. by S.</i> | 4 | 2 | 1 | 30.40 | 74 | 74 | 71 | 76 | <i>b.c.</i> | <i>cum.</i> 8 |
| 2 | 4 | 0 | 30.7 | <i>South</i> | " | 4 | 2 | 1 | 30.40 | 74 | 74 | 71 | 77 | " | <i>cum. umb.</i> 3 |
| 3 | 3 | 2 | 33.9 | " | " | 4 | 2 | 1 | 30.40 | 74 | 74 | 71 | 77 | " | " 1 |
| 4 | 3 | 4 | 37.0 | " | " | 4 | 2 | 1 | 30.40 | 74 | 74 | 71 | 77 | <i>b.c.p.</i> | " 1 |
| 5 | 4 | 4 | 41.8 | <i>S by W.</i> | <i>West</i> | 4 | 2 | 3/4 | 30.45 | 74 | 75 | 71 | 77 | <i>b.c.</i> | <i>cum.</i> 2 |
| 6 | 3 | 5 | 42.5 | " | " | 3 | 2 | 3/4 | 30.45 | 75 | 75 | 72 | 77 | " | <i>cir. cum.</i> 4 |
| 7 | 3 | 4 | 45.9 | <i>S 1/2 W.</i> | <i>W. by S.</i> | 3 | 2 | 3/4 | 30.46 | 75 | 74 | 72 | 77 | " | <i>umb.</i> 4 |
| 8 | 3 | 2 | 48.8 | <i>S 1/2 E.</i> | <i>W. S. W.</i> | 3 | 3 | 3/4 | 30.48 | 74 | 73 | 71 | 77 | " | <i>cir. cum.</i> 5 |
| 9 | 3 | 3 | 52.1 | <i>S by E. 1/2 E.</i> | <i>W. by W.</i> | 3 | 3 | 3/4 | 30.50 | 75 | 74 | 71 | 77 | " | " 5 |
| 10 | 2 | 8 | 54.9 | <i>S by E. 1/4 E.</i> | <i>W. S. W.</i> | 3 | 3 | 3/4 | 30.48 | 75 | 74 | 71 | 77 | " | " 4 |
| 11 | 2 | 8 | 56.9 | <i>South</i> | <i>W. by S.</i> | 3 | 3 | 1/2 | 30.49 | 75 | 74 | 71 | 77 | " | " 4 |
| Noon. | 2 | 9 | 59.8 | <i>S 1/2 W.</i> | <i>West</i> | 3 | 3 | 1/2 | 30.49 | 76 | 75 | 71 | 78 | " | " 6 |

9.58 Distance run by log.

Course and distance made good since preceding noon by observations, *S 41° E* 110 knots. tenths.

| | | |
|---------------------|--|-----------------|
| Position at Noon: | Latitude by D. R. | 35° 0' 51" N. " |
| | Longitude by D. R. | 61° 0' 48" W. " |
| | Latitude by observations of ☉ | 35° 0' 52" N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 61° 0' 23" W. " |
| Position at 8 A. M. | Latitude by <i>D.R. from Noon</i> | 36° 0' 01" N. " |
| | Longitude by <i>observation</i> | 61° 0' 20" W. " |
| Position at 8 P. M. | Latitude by <i>D.R. from Noon</i> | 35° 0' 43" N. " |
| | Longitude by <i>chronometer from afternoon observation</i> | 61° 0' 10" W. " |

Current during the time, 2.0 knots tenths per hour, setting to the East.

Error of the Compass by Azimuth ☉ observed at 9.30 A. M., ship's head *S. by E.*

Deviation of the Compass by Azimuth ☉ observed at 9.30 A. M., ship's head

Error of the Compass by Azimuth ☉ observed at 3.35 P. M., ship's head *South*

Deviation of the Compass by Azimuth ☉ observed at 3.35 P. M., ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

| | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------------|-----------------|---|---|-------|-------|----|----|----|----|---------------|--------------------|
| P. M. | | | | | | | | | | | | | | | |
| 1 | 3 | 0 | 62.8 | <i>S 1/2 W.</i> | <i>W. by S.</i> | 4 | 3 | 1/2 | 30.48 | 76 | 75 | 71 | 78 | <i>b.c.</i> | <i>cum.</i> 5 |
| 2 | 1 | 0 | 62.8 | " | " | 4 | 3 | 3 | 30.48 | 76 | 75 | 71 | 78 | " | " 5 |
| 3 | 1 | 0 | 63.5 | " | " | 4 | 3 | 3 | 30.48 | 76 | 75 | 71 | 78 | " | " 5 |
| 4 | 1 | 0 | 63.8 | " | " | 4 | 3 | 3 | 30.48 | 76 | 75 | 71 | 78 | " | " 6 |
| 5 | 1 | 0 | 64.5 | " | " | 4 | 3 | 1 1/2 | 30.48 | 76 | 75 | 71 | 78 | " | <i>cir. cum.</i> 6 |
| 6 | 1 | 0 | 64.9 | " | " | 4 | 2 | 1 1/2 | 30.46 | 76 | 75 | 72 | 77 | " | <i>dist.</i> 6 |
| 7 | 1 | 8 | 65.4 | <i>South</i> | " | 4 | 2 | 1 1/2 | 30.46 | 75 | 75 | 72 | 77 | " | " 7 |
| 8 | 1 | 0 | 65.7 | <i>S by E.</i> | <i>W. S. W.</i> | 4 | 2 | 2 | 30.46 | 75 | 75 | 72 | 77 | " | " 8 |
| 9 | 1 | 0 | 65.6 | <i>South</i> | <i>W. by S.</i> | 3 | 2 | 2 | 30.45 | 74 | 74 | 72 | 77 | <i>b.c.p.</i> | <i>cum. umb.</i> 8 |
| 10 | 1 | 2 | 65.6 | <i>S 1/2 W.</i> | " | 3 | 3 | 2 | 30.46 | 74 | 74 | 72 | 77 | <i>b.c.</i> | " 8 |
| 11 | 1 | 2 | 65.6 | <i>South</i> | " | 3 | 3 | 2 | 30.46 | 74 | 74 | 72 | 77 | " | " 8 |
| Mid. | 1 | 4 | 65.6 | <i>S 1/2 E.</i> | <i>W. S. W.</i> | 3 | 3 | 2 | 30.47 | 74 | 74 | 72 | 78 | " | " 6 |

under the command of

Commander F. W. Dickens
Friday, June 22

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear first hour, cloudy remainder of watch. Moderate breeze from N. by E. Light passing clouds at 3.30. Course N. by E. Ship on starboard tack, by the wind under fore topmast staysail, and plain sail to topmasts and main topmast, except single reef in mainmast. Apprentices at the wheel. Distilling with fire banked under boiler B.

W. A. Caperton.

Lieutenant W. F. N.

From 4 to 8 A.M.

Moderate to gentle breeze from West to N. W. Fair and pleasant. By the wind on starboard tack under same sail as in preceding watch. Distilling with fire banked under boiler B. Apprentices at the wheel.

W. A. Caperton.

Lieutenant W. F. N.

From 8 A.M. to Merid.

Clear. Gentle to moderate breeze from N. by N. to West. Course N. by E. (p.c.) Under same sail as in preceding watch. By the wind on starboard tack. At 9.30 mustered at quarters and accounted at General quarters. Five by Division as follows for General quarters: Engineer, 2 minutes; After Powder Division, 2 minutes, 20 seconds; Forward Powder Division, 2 minutes, 35 seconds; Navigator's Division, 2 minutes, 40 seconds; 1st Division, 2 minutes, 45 seconds; 2nd Division, 2 minutes, 50 seconds; and 3rd Division, 3 minutes, 5 seconds. Secured at 10.22 A.M. Five quarters, Navigator's Division, 2 minutes, 30 seconds; Forward Powder Division, 2 minutes, 30 seconds; 1st Division, 2 minutes, 45 seconds; 2nd Division, 2 minutes, 50 seconds; Engineer, 2 minutes, 50 seconds; 3rd Division, 3 minutes; and After Powder Division, 3 minutes, 40 seconds. Secured at 11 A.M. Apprentices at the wheel. Distilling with banked fire under boiler B. Temperature of magazines 78°, 75°, forward, 76°, 73°, aft.

J. H. Purcell,

Lieutenant W. F. N.

From Merid. to 4 P.M.

Cloudy, but pleasant. Moderate breeze from N. by E. Barometer steady. From 1.15 to 2.00, first division had signals and 2nd division, marines' crewman's ship and log; from 2.15 to 3.00, first division had log and second division signals; from 3.15 to 4.00 instructed apprentices in their stations for general evolution. At 12.30 double reefed topmasts, hauled up courses and took in main topmast. Changed course to West. At end of watch ship under double reefed topmasts, jib, fore topmast staysail and sprakes. Apprentices at the wheel. Distilling with banked fire under boiler B.

Roger Welles, Jr.

Ensign W. F. N.

From 4 to 8 P.M.

Cloudy and pleasant. Moderate breeze from N. by E. to N. W. Barometer steady. At end of watch under jib, fore topmast staysail, double reefed topmasts and sprakes, the wind on starboard tack heading E. by E. Course West. Apprentices at the wheel. Distilling with banked fire under boiler B.

N. P. Goldman

Ensign W. F. N.

From 8 P.M. to Merid.

Usually clear with passing nimbus clouds from E. and N. E. Light passing clouds about 8.45. Gentle to moderate breeze from N. by E. Course West (p.c.) From now at 10.30. At end of watch ship under same sail on starboard tack as at end of previous watch. Distilling with fire banked under boiler B. Apprentices at the wheel.

W. A. Caperton.

Lieutenant W. F. N.

Examined and found to be correct.

J. B. Maiter
Lieutenant W. F. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from *Norfolk, Va.*, to *Newport, R. I.*

| | | | | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-------------------------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heal. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Progn. of Clear Sky, in 10ths. | State of the Sea. |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 1 | 3 | 65.6 | S. by E 1/2 E. | S. by W. | 3.4 | 3 | 2 | 30.45 | 75 | 74 | 71 | 78 | b. c. w. | cum. | 5 | N. |
| 2 | 1 | 0 | 65.6 | " | " | 3.4 | 3 | 2 | 30.44 | 75 | 74 | 71 | 78 | " | " | 6 | " |
| 3 | 1 | 2 | 65.6 | " | " | 3.4 | 3 | 2 | 30.43 | 75 | 74 | 71 | 78 | " | " | 6 | " |
| 4 | 1 | 0 | 65.6 | S. E. | S. W. | 3.4 | 3 | 2 | 30.42 | 75 | 74 | 71 | 78 | " | cum. nimb. | 2 | " |
| 5 | 1 | 5 | 65.6 | " | " | 4.6 | 2 | 3 | 30.44 | 75 | 74 | 71 | 77 | b. c. g. | cir. cum. nimb. | 2 | S. |
| 6 | 1 | 5 | Clouded in. | S. E. 1/2 E. | " | 4.6 | 2 | 3 | 30.44 | 74 | 73 | 70 | 77 | " | " | 3 | " |
| 7 | 1 | 6 | " | S. by E. 1/2 E. | S. W. by W. | 4.6 | 2 | 3 | 30.44 | 75 | 74 | 71 | 77 | " | " | 3 | " |
| 8 | 1 | 6 | " | S. by E. | " | 4.6 | 2 | 3 | 30.44 | 76 | 75 | 72 | 77 | " | " | 3 | " |
| 9 | 1 | 6 | " | S. E. 1/2 E. | " | 4 | 2 | 3 | 30.44 | 76 | 76 | 72 | 77 | " | cum. nimb. | 2 | " |
| 10 | 1 | 6 | 65.6 | " | " | 5 | 2 | 3 | 30.44 | 76 | 76 | 73 | 77 | " | " | 2 | " |
| 11 | 6 | 0 | 71.6 | N. N. W. | W. by S. | 4.6 | 7.5 | 1/2 | 30.45 | 73 | 74 | 71 | 77 | c. c. g. sp. | cir. cum. nimb. | 0 | " |
| Noon. | 6 | 1 | 77.7 | N. W. by N. | S. W. by W. | 5 | 7.5 | 1/2 | 30.45 | 75 | 75 | 72 | 78 | b. c. g. | cir. cum. nimb. | 5 | " |

40 6 Distance run by log

Course and distance made good since preceding noon by observations, *S 54° E.*

29 knots tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 35° 05' N. " |
| | Longitude by D. R. | 61° 04' W. " |
| | Latitude by observations of ☉ | 35° 05' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 60° 52' W. " |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 35° 30' N. " |
| | Longitude by <i>Observation</i> | 60° 47' W. " |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 36° 06' N. " |
| | Longitude by <i>Chronometer from Afternoon Observation</i> | 61° 20' W. " |

Current during the time, 10 knots tenths per hour, setting to the East

Error of the Compass by Azimuth ☉ observed at 7:20 A. M., ship's head *S. E.*

12° 50' W.

Deviation of the Compass by Azimuth ☉ observed at 7:20 A. M., ship's head

2° 10' E.

variation used, 14° 00' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

variation used, 0

Water expended during the preceding 24 hours,

450 gallons.

Water distilled during the preceding 24 hours,

10 11 "

Water remaining on hand fit for use at Noon,

19 53 "

Coal consumed during the preceding 24 hours,

1 tons 160 lbs.

Coal remaining on hand at Noon,

160 330 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------------|-------------|-------|---|-----|-------|-------|----|----|----|-------|-----------|-----------------|----|---|
| 1 | 6 | 2 | 83.9 | N. W. by N. | S. W. by W. | 5.6 | 8 | 1/2 | 30.43 | 77 | 77 | 73 | 78 | b. c. | cir. cum. | 4 | N. | |
| 2 | 6 | 1 | 90.0 | N. N. W. 3/4 W. | W. S. W. | 5.6 | 9 | 1/2 | 30.41 | 77 | 78 | 74 | 78 | " | stark. | 6 | - | |
| 3 | 6 | 0 | 96.2 | N. W. 3/4 N. | S. W. by W. | 5.6 | 8 | 1/2 | 30.40 | 77 | 78 | 74 | 78 | " | cir. cum. | 5 | - | |
| 4 | 5 | 2 | 1.2 | N. W. 1/2 N. | " | 5.6 | 8 | 1/2 | 30.39 | 77 | 78 | 74 | 78 | " | " | 3 | - | |
| 5 | 5 | 8 | 7.0 | N. N. W. 1/2 W. | W. S. W. | 5 | 7 | 1/2 | 30.38 | 77 | 77 | 73 | 77 | " | cir. cum. | 4 | - | |
| 6 | 5 | 0 | 12.0 | N. N. W. 3/4 W. | " | 30.33 | 5 | 7 | 1/2 | 30.97 | 77 | 77 | 73 | 79 | b. c. p. | cir. cum. nimb. | 4 | - |
| 7 | 5 | 9 | 17.9 | N. N. W. 1/2 W. | " | 30.32 | 5 | 7 | 1/2 | 30.90 | 77 | 77 | 73 | 79 | " | " | 2 | - |
| 8 | 2 | 8 | 23.4 | S. by E. | " | 30.32 | 5 | 7 | 1/2 | 31.64 | 74 | 74 | 71 | 79 | " | " | 2 | - |
| 9 | 5 | 6 | 28.4 | N. N. W. 1/4 W. | W. by S. | 30.33 | 6 | 7 | 1/2 | 30.52 | 74 | 75 | 73 | 77 | b. c. | cir. cum. nimb. | 4 | - |
| 10 | 6 | 2 | 34.6 | N. N. W. 1/2 W. | " | 30.33 | 6 | 7 | 1/2 | 31.24 | 74 | 74 | 72 | 76 | b. c. p. | " | 4 | - |
| 11 | 4 | 5 | 39.1 | " | " | 30.33 | 4 | 6 | 1/2 | 30.42 | 74 | 74 | 72 | 76 | " | " | 5 | - |
| Mid. | 4 | 4 | 42.0 | S. by W. | W. by S. | 30.32 | 4 | 6 | 1/2 | 29.88 | 74 | 74 | 72 | 76 | " | " | 8 | - |

66 5

under the command of

Commander J. W. Dickens
Saturday, June 23

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle to moderate breeze from S.W. by W. and S.W. fair, with bright moonlight first three hours, cloudy last hour. By the hands on starboard track under jib fore topmast staysail, spunk and double reefed topsails. Apprentices at the wheel. Distilling with five banded under boiler "B".

J. R. Beach

From 4 to 8 A.M.

Cloudy and squally. Moderate to fresh breeze in squalls from S.W. and S.W. by W. Course West (pc) Under same sail as preceding watch. Apprentices at the wheel. Distilling with banded five under boiler "B".

Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy, squally and rainy. Moderate to fresh breeze in squalls from S.W. by W. to W. by S. Barometer steady. At 9.45 wore ship and made all plain sail to topgallant sails and main topsail. At 10.45 took in main topsail and topgallant sails to a heavy squall; at 11.15 set topgallant sails again. At 10.00 put on patent log reading 65.6. Course West. Distilling with banded five in boiler "B". Frighted at back standing back East W. S. Barometer (B. 20) reported the expiration of his term of enlistment and was accordingly discharged from the Naval Service. Temperature of magazines 76°; 75°, forward, 76°; 73°, aft. Apprentices at the wheel.

J. H. Purcell,

Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy and pleasant. Stiff to fresh breeze from S.W. by W. to W. S.W. Barometer falling. Roped up all bags at 10 o'clock and divisional officers inspected boys' clothing. At end of watch under all plain sail to topgallant sails except single reef in mainsail, with fore topmast staysail heading N.W. by N. Course West. Apprentices at the wheel. Distilling with banded five under boiler "B".

Roger Weller Jr.,

Ensign U. S. N.

From 4 to 8 P.M.

Cloudy, with passing rain squalls. Stiff breeze from W. S.W. backing to S.W. and W. in squalls and coming on again from W. S.W. Course West (pc) At 7.50 wore ship in heavy rain squall to S.W. and S.W. and at 8.00 wore again to W. and W. At end of watch ship by the wind on port tack under same sail as at end of previous watch. Apprentices at the wheel. Distilling with banded five under boiler "B". At 8.00 closed the Mercantile Barometer out of order.

N. D. Colman

Ensign U. S. N.

From 8 P.M. to Mid.

Fresh breeze from W. by S., falling to moderate breeze and veering to West. Cloudy with passing rain squalls, clearing last hour. Moderate sea. Moon rose at 11.22. Took in topgallant sails to a squall at 10.00 and set them at 10.12. At end of watch under fore topmast staysail and plain sail to topgallant sails, except a single reef in the mainsail. Distilling with five banded under boiler "B". Apprentices at the wheel.

J. R. Beach

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny

Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex.
Making passage from Norfolk, Va., to Newport, R. I.

Third Rate,

| | | | | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | | Form of Clouds, by symbols. | | Height of Clouds, by symbols. | | State of the Sea. | |
|-------|--------|---------|-----------------------|-------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|-----------------------------------|-------------------|-----------------------------|-------------|-------------------------------|---|-------------------|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. attd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 5 | 5 | 48.0 | S 3/4 E | Sheet. | 30.30 | 1-6 | 6-10 | 1/2 | 29.92 | 78. | 74 | 72 | 77 | b. c. g. | cum. strat. | 5 | B. | |
| 2 | 5 | 6 | 53.6 | " | " | 30.30 | 1-5 | 6-10 | 1/2 | 28.69 | 78 | 74 | 72 | 77 | " | " | 4 | " | |
| 3 | 6 | 5 | 60.1 | S by W. | " | 30.30 | 5-6 | 6-10 | 1/2 | 28.68 | 78 | 74 | 72 | 77 | " | " | 5 | " | |
| 4 | 6 | 8 | 66.9 | S by W. 1/4 W. | " | 30.31 | 5-6 | 6-10 | 1/2 | 29.32 | 77 | 74 | 72 | 78 | " | " | 4 | " | |
| 5 | 6 | 6 | 73.5 | " | " | 30.29 | 5-6 | 7 | 1/2 | 29.26 | 77 | 74 | 72 | 77 | " | " | 4 | " | |
| 6 | 6 | 2 | 79.7 | " | " | 30.29 | 5-6 | 8 | 1/2 | 29.38 | 78 | 75 | 72 | 78 | b. c. g. p. | " | 4 | M. | |
| 7 | 6 | 1 | 85.8 | S by W. 1/2 W. | " | 30.29 | 5-6 | 8 | 1/2 | 28.55 | 77 | 75 | 73 | 79 | b. c. g. | " | 3 | " | |
| 8 | 6 | 3 | 92.1 | S by W. | " | 30.29 | 5 | 8 | 1/2 | 29.90 | 77 | 76 | 73 | 79 | " | " | 4 | " | |
| 9 | 5 | 7 | 97.8 | " | " | 5 | 8 | 1/2 | 30.28 | 78 | 77 | 74 | 79 | " | " | 4 | " | | |
| 10 | 6 | 0 | 3.8 | S by W. 1/4 W. | " | 5 | 8 | 1/2 | 30.27 | 78 | 77 | 74 | 79 | " | " | 3 | " | | |
| 11 | 6 | 0 | 9.8 | " | " | 5 | 8 | 1/2 | 30.27 | 78 | 77 | 74 | 79 | " | " | 3 | " | | |
| Noon. | 5 | 8 | 15.6 | " | " | 5 | 8 | 1/2 | 30.26 | 79 | 78 | 75 | 79 | " | " | 4 | " | | |

139 6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S 19° W. 10.0 knots.

| | | |
|---------------------|--|------------|
| Position at Noon. | Latitude by D. R. | 37° 03' N. |
| | Longitude by D. R. | 62° 07' W. |
| | Latitude by observations of ☉ | 37° 03' N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 61° 03' W. |
| Position at 8 A. M. | Latitude by D. R. from Noon | 36° 52' N. |
| | Longitude by observation | 61° 02' W. |
| Position at 8 P. M. | Latitude by D. R. from Noon | 37° 50' N. |
| | Longitude by Chronometer from afternoon observation ☉ | 61° 02' W. |

Current during the time, 3.5 knots tenths per hour, setting to the S 61° E.

Error of the Compass by Azimuth ☉ observed at 8.20 A. M., ship's head S by W. 1/2 W. 11° 14' W.

Deviation of the Compass by Azimuth ☉ observed at 8.20 A. M., ship's head " 1° 56' E. variation used, 14° 00' W.

Error of the Compass by Azimuth ☉ observed at " ship's head " " variation used, 0

Deviation of the Compass by Azimuth ☉ observed at " ship's head " " variation used, 0

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 1010 "

Water remaining on hand fit for use at Noon, 2463 "

Coal consumed during the preceding 24 hours, 1 tons 160 lbs.

Coal remaining on hand at Noon, 159-1170 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------------|----------------|------|------|-----|-------|----|----|----|----|-------------------|-------------|---|----|--|
| 1 | 5 | 4 | 21.1 | S by W. 1/2 W. | W. by S. | 5.11 | 10-5 | 3/4 | 30.26 | 78 | 79 | 76 | 79 | b. c. m. | cum. strat. | 4 | M. | |
| 2 | 5 | 8 | 26.9 | S. N. W. | " | 5.11 | 10-5 | 3/4 | 30.25 | 78 | 79 | 76 | 79 | " | " | 4 | " | |
| 3 | 5 | 9 | 32.8 | S. N. W. 1/4 W. | " | 5.11 | 10-5 | 3/4 | 30.25 | 78 | 79 | 76 | 79 | " | cum. strat. | 1 | " | |
| 4 | 4 | 2 | 37.0 | S. N. W. 1/2 W. | " | 5.11 | 10-5 | 3/4 | 30.25 | 78 | 79 | 76 | 79 | " | " | 1 | " | |
| 5 | 6 | 0 | 43.8 | S by W. 1/2 W. | " | 5.16 | 10-5 | 3/4 | 30.25 | 77 | 78 | 75 | 79 | " | " | 1 | " | |
| 6 | 5 | 4 | 49.5 | S by W. 3/4 W. | " | 4.5 | 3-10 | 3/4 | 30.26 | 79 | 78 | 76 | 79 | b. c. m. w. | " | 1 | " | |
| 7 | 4 | 8 | 54.8 | S. N. W. | " | 4.5 | 5-10 | 3/4 | 30.26 | 79 | 78 | 76 | 79 | " | " | 1 | " | |
| 8 | 5 | 0 | 58.9 | S. N. W. 1/2 W. | " | 4.5 | 5-10 | 3/4 | 30.26 | 79 | 76 | 74 | 79 | b. c. m. l. | " | 1 | " | |
| 9 | 4 | 6 | 62.5 | S. N. W. | " | 4 | 5 | 1/2 | 30.26 | 79 | 76 | 74 | 79 | b. c. l. | " | 1 | " | |
| 10 | 3 | 6 | 67.1 | S. N. W. 1/2 W. | " | 3.11 | 5 | 1/2 | 30.26 | 79 | 75 | 74 | 79 | b. c. g. p. m. w. | " | 0 | " | |
| 11 | 6 | 2 | 68.1 | S. N. W. 1/2 W. | S. N. W. by S. | 3.5 | 2 | 1/2 | 30.28 | 79 | 75 | 74 | 79 | " | " | 0 | " | |
| Mid. | 1 | 0 | 68.1 | S. N. W. by S. | " | 1.2 | 0 | 1/4 | 30.26 | 79 | 75 | 74 | 79 | b. c. l. | " | 1 | " | |

under the command of

Commander F. W. Dickens
Sunday, June 24.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and equally. Moderate to fresh breeze from West. By the wind under same sail as in preceding watch. Course West (pc.) Distilling with banked fire under boiler B. Apprentices at the wheel.

J. Purcell,
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and equally. Stiff to fresh breeze from West. Under plow sail to topgallant sails with single reef in the mainsail by the wind on the port tack. Distilling with banked fire under boiler B. Apprentices at the wheel. A three masted schooner standing to the Southward passed on the starboard side.

Roger Welles Jr.
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy and pleasant. Stiff breeze from West. At 9.30 conducted full Divisional inspection and crew were inspected by divisional officers; after which Commanding Officer inspected crew and ship. M. S. Burke was re-substituted as Foreman for three years from this date. At end of watch under all plow sail to topgallant sails, except single reef in mainsail, heading S. by N. 1/2 N. Course West. Apprentices at the wheel. Distilling with banked fire under boiler B. Temperature of magazines 77°, 74°, forward, 76°, 74°, aft.

N. D. Olson and
Ensign U. S. N.

From Noon to 4 P.M.

Cloudy, hazy and unsettled weather. Moderate to stiff breeze from N. by E. Course West (pc.) Ship by the wind on the port tack under same sail as at end of previous watch. Apprentices at the wheel. Distilling with fire banked under boiler B.

W. B. Caperton,
Lieutenant U. S. N.

From 4 to 8 P.M.

Weak to moderate breeze from N. by E. Cloudy and misty. Lightning to S. and E. last half hour. Moderate sea. By the wind on port tack under same sail as in preceding watch. Distilling with fire banked under boiler B. Apprentices at the wheel.

J. R. Beach,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy. Overcast middle part with moderate to stiff squalls and heavy passing showers, accompanied by severe thunder and lightning. First and last hours lightning around horizon. Light air to stiff breeze from N. by E. to N. W. by W. At 10.15 shortened sail to topsails and immediately afterwards the wind shifted to North during a heavy shower; then was ship to S. and N. W. and at 10.55 made sail to topgallant sails with single reef in mainsail. Stopped distilling at 11.20. Banked fire under boiler B. Apprentices at the wheel.

J. Purcell,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Making passage from *Norfolk, Va.* to *Newport, R. I.*

Third Rate,

| | | | | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-------------------------|-------|---------|-------------------|----|-------------|----|---------------|---------------|-------------------|-----------------------------------|-----------------------------|----------------------------------|-------------------|--|--|--|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | | Ther. at 6. | | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Breeze, in knots. | State of the Sea. | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| A. M. | 5 | 3 | | | | | | | Amend. | | | | | | | | | | | | | | |
| 1 | 1 | 0 | 68.1 | N. by E. | East. | 2 | 5-6 | 0 | 30.27 | 79 | 75 | 74 | 79 | b. c. l. | cum. mist. | 3 | S. | | | | | | |
| 2 | 2 | 8 | 70.9 | West. | South. | 2 | 5-6 | 0 | 30.27 | 78 | 75 | 74 | 79 | " | " | 4 | " | | | | | | |
| 3 | 4 | 4 | 75.3 | " | E. by N. | 3 | 5 | 1/2 | 30.26 | 78 | 75 | 74 | 78 | " | " | 1 | " | | | | | | |
| 4 | 4 | 6 | 79.9 | N. by N. | N. by E. | 3 | 5 | 1/2 | 30.26 | 78 | 75 | 74 | 78 | " | " | 2 | " | | | | | | |
| 5 | 4 | 6 | 84.7 | N. by N. | N. by E. | 4 | 5 | 1/2 | 30.29 | 78 | 75 | 73 | 77 | b. c. | " | 2 | N. | | | | | | |
| 6 | 4 | 2 | 88.9 | N. by N. | N. by E. | 4 | 5 | 1/2 | 30.32 | 78 | 75 | 73 | 77 | o. c. | " | 0 | " | | | | | | |
| 7 | 1 | 6 | 89.5 | N. by E. | N. by E. | 2 | 4 | 1/2 | 30.32 | 78 | 75 | 73 | 77 | " | " | 0 | " | | | | | | |
| 8 | 1 | 0 | — | N. by E. | West. to South. | 4-1 | 5 | 1/2 | 30.33 | 77 | 75 | 74 | 77 | o. c. gn. | " | 0 | " | | | | | | |
| 9 | 2 | 0 | — | West. | Baffling. | 0-1 | 3 | 0 | 30.32 | 77 | 76 | 74 | 79 | " | " | 0 | " | | | | | | |
| 10 | 2 | 3 | 92.6 | " | E. by S. | 0-2 | 3 | 0 | 30.32 | 77 | 76 | 74 | 78 | " | " | 0 | " | | | | | | |
| 11 | 1 | 0 | 93.7 | " | E. by S. by E. | 0-2 | 1-3 | 0 | 30.32 | 77 | 76 | 74 | 78 | " | mist. | 0 | " | | | | | | |
| Noon. | 0 | 0 | Underway | No stowaway | N. by E. | 0-1 | 1-3 | 0 | 30.32 | 78 | 77 | 75 | 78 | b. c. | cum. mist. | 5 | " | | | | | | |

84.7 Distance run by Log.

Course and distance made good since preceding noon by observations, *N. 11° E.*

34 knots. tenths.

Position at Noon: Latitude by D. R. 38° 03' N. "

Longitude by D. R. 62° 08' W. "

Latitude by observations of ☉ 37° 46' N. "

Longitude by chronometer from Forenoon Observations of ☉ 61° 37' W. "

Position at 3 A. M. Latitude by *D. R. from Noon* 37° 48' N. "

Longitude by *observation* 61° 31' W. "

Position at 3 P. M. Latitude by *D. R. from Noon* 37° 52' N. "

Longitude by *Chronometer from Afternoon observation* 61° 27' W. "

Current during the time, 28 knots tenths *per hour*, setting to the *S 45° E.*Error of the Compass by Azimuth ☉ observed at 3.45 *PM*, ship's head *N. 1/2 E.*Deviation of the Compass by Azimuth ☉ observed at 3.45 *PM*, ship's head "

Error of the Compass by Azimuth ☉ observed at , ship's head "

Deviation of the Compass by Azimuth ☉ observed at , ship's head "

Water expended during the preceding 24 hours,

400 gallons.

Water *distilled* during the preceding 24 hours,

737 "

Water remaining on hand fit for use at Noon,

2800 "

Coal consumed during the preceding 24 hours,

tons 1680 lbs.

Coal remaining on hand at Noon,

158 " 1730 "

| P. M. | | | | | Aerind | | | | | | | | | | | | | |
|-------|---|---|-----------------|------------------------|-----------------|-----|---|-----|-------|----|----|----|----|--------------|-------------------|----|-----------|--|
| 1 | 0 | 0 | <i>Underway</i> | <i>No stowaway</i> | <i>West.</i> | 0-1 | 0 | 0 | 30.33 | 78 | 77 | 75 | 78 | <i>b. c.</i> | <i>cum. mist.</i> | 5 | <i>E.</i> | |
| 2 | 0 | 8 | " | <i>South.</i> | " | 1 | 0 | 0 | 30.33 | 78 | 77 | 75 | 78 | " | " | 5 | " | |
| 3 | 0 | 8 | " | " | " | 1 | 0 | 0 | 30.33 | 78 | 77 | 75 | 78 | " | " | 6 | " | |
| 4 | 0 | 0 | " | <i>No stowaway</i> | <i>Calm.</i> | 0 | 0 | 0 | 30.33 | 78 | 77 | 75 | 78 | " | " | 6 | " | |
| 5 | 0 | 6 | " | <i>N. by E.</i> | <i>N. by E.</i> | 1 | 0 | 1 | 30.33 | 78 | 77 | 75 | 78 | " | " | 6 | " | |
| 6 | 1 | 0 | 93.6 | " | " | 1-2 | 3 | 1/2 | 30.33 | 78 | 77 | 74 | 78 | " | <i>cum. mist.</i> | 6 | " | |
| 7 | 3 | 5 | 98.2 | <i>N. by N.</i> | <i>N. by E.</i> | 2-3 | 3 | 1/2 | 30.33 | 78 | 76 | 74 | 78 | " | " | 4 | <i>E.</i> | |
| 8 | 2 | 8 | 97.4 | " | " | 2-3 | 3 | 1/2 | 30.33 | 78 | 77 | 74 | 78 | " | " | 3 | " | |
| 9 | 2 | 5 | 99.9 | <i>N. by N. 1/2 E.</i> | <i>N. by E.</i> | 2-3 | 3 | 1/2 | 30.34 | 78 | 77 | 74 | 78 | " | " | 6 | " | |
| 10 | 1 | 9 | 1.1 | <i>N. by N. 1/2 E.</i> | <i>N. by E.</i> | 2-3 | 3 | 1/2 | 30.34 | 79 | 77 | 74 | 78 | <i>b.</i> | <i>mist.</i> | 10 | " | |
| 11 | 2 | 2 | 3.3 | <i>N. by N. 1/2 E.</i> | " | 3 | 4 | 1/2 | 30.33 | 78 | 77 | 74 | 78 | " | " | 10 | " | |
| Mid. | 2 | 4 | 6.7 | <i>N. by N. 1/2 E.</i> | " | 3-4 | 4 | 1/2 | 30.32 | 78 | 77 | 74 | 78 | <i>b. c.</i> | <i>cum. mist.</i> | 7 | " | |

under the command of

Commander F. V. Dickins
Monday, June 25

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy, with brilliant lightning in Southern horizon. Light to gentle breeze varying from North West by North East and South to S.W. by S. Under all plain sail to topgallant sails with a single reef in mainsail. At 1.00 took in spanker and set it at 2.00. Lower Mast. Baked fire in boiler B. Apprentices at the wheel.

Roger Veller, Jr.
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and unsettled weather. Moderate to light variable breeze from N. N.W. North, East, and South. Barometer rising. At 5.00 commenced distilling. At 6.00 deck flushed down hedges. At 7.00 took in mainsail and spanker. At 7.40 took in topgallant sails. At end of watch under jib, fore topmast staysail, topsails and foreail, on lower Mast. Distilling with baked fire under boiler B. Apprentices at the wheel.

N. P. Lobman
Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy, rainy, equally and unsettled weather, moderating and clearing last hour. A rain squall with a very heavy fall of rain struck the ship at 9.30 from the S.W. and E. Wind baffling and from nearly all points of the compass during watch. At 10.15 set topgallant sails and mainsail. At 11.00 set spanker. Lower Mast (p.c.) At 11.00 sighted a schooner bearing about S.W. Scrubbed wind sails. Stopped distilling at noon, the tanks being full, and aboard the fires under boiler B, to die out. At end of watch ship under fore topmast staysail and all plain sail to topmast sails except single reef in mainsail with no steerageway. Baked in patent log at 11.50. By order of the Captain, William D. Burks, was rated from Cranaw to Portwain's Note second class from this date. Instructions for periods during forenoon were omitted on account of rain and weather cleared hedges. Apprentices at the wheel. Temperature of magazines 77°, 74°, forward, 76°, 74° aft.

W. R. Caperton
Lieutenant U. S. N.

From Merid. to 4 P.M.

Light air from West and calm. Fair and warm. Choppy irregular sea. Under same sail as in preceding watch with no steerageway during greater part of watch. Schooner in sight during all of watch, bearing astern (South) at 4.00. 3rd period, 1.15 to 2.15 instructed 1st and 2nd watch in seamanship, 4th and 5th periods, 2.15 to 4.00, gunnery. Apprentices at the wheel.

John R. Beach
Lieutenant U. S. N.

From 4 to 8 P.M.

Rain to calm. Light air to gentle breeze from N. N.W. to N.W. by S. At 5.30 set royals and flying jib and took them in again at 7.20. Choppy sea, then long swell from N.E. Under same sail as in preceding watch after 7.20. Lower Mast (p.c.) Apprentices at the wheel. At 6.30 put on petticoat log, 93.6 knots.

J. H. Percell,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light to gentle breeze from N. N.W. to S.W. Under all plain sail to topgallant sails, except a single reef in the mainsail, by the word on foot tack. Lower Mast by S. Apprentices at the wheel.

Roger Veller, Jr.
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk, Va., to Newport, R. I.

Thud Rate,

| | | | | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. | State of the Sea. |
|-------|--------|---------|------------------------------|---|-----------------------------------|--------|-------|------------------------|----------------------|----------------|-------------------|-------------------|--------------------------------------|------------------------------------|---|---|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | | Direction by Standard Compass. | Force. | Heel. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 3 | 5 | 9.2 | N. by E. 1/2 E. | E. by N. | 4 | 4 | 1/2 | 30.31 | 78 | 77 | 74 | 78 | b.c. | cum. strat. | 9 | D. |
| 2 | 5 | 0 | 14.2 | N. E. by N. | N. E. by N. | 4 | 4 | 1/2 | 30.30 | 78 | 77 | 74 | 78 | " | " | 9 | " |
| 3 | 5 | 4 | 19.6 | N. E. 1/2 E. | " | 4.5 | 5 | 1/2 | 30.29 | 78 | 77 | 74 | 78 | " | cum. strat. | 5 | " |
| 4 | 5 | 6 | 25.2 | N. N. E. 1/2 E. | E. by S. | 5 | 5 | 1/2 | 30.28 | 78 | 77 | 74 | 78 | " | " | 5 | " |
| 5 | 6 | 0 | 31.4 | N. by E. 1/2 E. | West. | 5 | 5 | 3/4 | 30.30 | 78 | 77 | 75 | 77 | " | " | 4 | M. |
| 6 | 6 | 0 | 37.4 | " | " | 4.5 | 5 | 3/4 | 30.31 | 78 | 76 | 75 | 78 | " | " | 4 | " |
| 7 | 5 | 4 | 42.8 | N. by E. 1/2 E. | " | 4 | 4 | 3/4 | 30.32 | 78 | 77 | 75 | 77 | " | " | 5 | " |
| 8 | 4 | 5 | 47.3 | " | " | 4 | 4 | 3/4 | 30.32 | 78 | 77 | 75 | 77 | " | " | 5 | " |
| 9 | 4 | 2 | 51.8 | N. by E. 1/2 E. | " | 4 | 4 | 3/4 | 30.30 | 78 | 78 | 76 | 78 | bom. | cir. cum. | 5 | " |
| 10 | 4 | 7 | 56.5 | N. by E. 1/2 E. | " | 4 | 4 | 3/4 | 30.30 | 79 | 78 | 76 | 78 | " | " | 5 | " |
| 11 | 4 | 3 | 60.7 | N. 1/2 E. | E. by N. | 4 | 4 | 3/4 | 30.30 | 79 | 78 | 76 | 78 | " | " | 5 | " |
| Noon. | 4 | 5 | 65.9 | North. | " | 4 | 4 | 3/4 | 30.30 | 79 | 78 | 76 | 78 | " | " | 5 | " |

77.6 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N 31° E. 100 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 38° 52' N. " |
| | Longitude by D. R. | 62° 54' W. " |
| | Latitude by observations of ☉ | 39° 14' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 62° 44' W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon | 38° 59' N. " |
| | Longitude by observation | 62° 38' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 39° 49' N. " |
| | Longitude by chronometer from afternoon observation | 63° 06' W. " |

Current during the time, 30 knots tenths per hour, setting to the N. 47° E.

Deviation of the Compass by Azimuth ☉ observed at 8.16 A. M., ship's head N. by E.

Deviation of the Compass by Azimuth ☉ observed at 8.16 A. M., ship's head N. by E.

Deviation of the Compass by Azimuth ☉ observed at 3.57 P. M., ship's head N. by E.

Deviation of the Compass by Azimuth ☉ observed at 3.57 P. M., ship's head N. by E.

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2500 "

Coal consumed during the preceding 24 hours, tons 400 lbs.

Coal remaining on hand at Noon, 158 " 1330 "

| | | | | | | | | | | | | | | | | |
|-------|---|---|-------|-----------------|----------|-----|---|-----|-------|----|----|----|----|------|-------------|----|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | 4 | 5 | 70.4 | N. 1/2 E. | E. by N. | 3.4 | 3 | 1/4 | 30.30 | 79 | 78 | 74 | 76 | b.c. | cum. strat. | 8 |
| 2 | 4 | 8 | 76.5 | N. 1/2 E. | E. by N. | 3.4 | 4 | 1/4 | 30.29 | 79 | 78 | 74 | 75 | " | " | 8 |
| 3 | 4 | 6 | 80.2 | N. 1/2 E. | E. by N. | 3.4 | 4 | 1/4 | 30.28 | 78 | 77 | 74 | 75 | b.c. | cum. strat. | 10 |
| 4 | 4 | 3 | 85.0 | " | " | 3.4 | 4 | 1/4 | 30.28 | 78 | 77 | 74 | 75 | b.c. | cum. strat. | 6 |
| 5 | 6 | 2 | 91.2 | N. by E. | West. | 4 | 4 | 1/4 | 30.28 | 78 | 76 | 73 | 76 | b.c. | " | 2 |
| 6 | 5 | 0 | 96.2 | " | " | 4 | 4 | 1/4 | 30.28 | 78 | 76 | 73 | 76 | " | cum. strat. | 2 |
| 7 | 4 | 2 | 100.8 | " | " | 3 | 4 | 1/4 | 30.28 | 78 | 76 | 73 | 75 | " | " | 5 |
| 8 | 4 | 3 | 4.8 | " | " | 3 | 4 | 1/4 | 30.28 | 78 | 76 | 73 | 74 | " | " | 4 |
| 9 | 4 | 1 | 8.9 | N. by E. 1/2 E. | " | 4 | 5 | 3/4 | 30.28 | 78 | 74 | 72 | 74 | " | " | 7 |
| 10 | 3 | 5 | 12.4 | " | " | 4 | 5 | 3/4 | 30.29 | 78 | 74 | 72 | 74 | " | cum. | 8 |
| 11 | 3 | 5 | 16.9 | N. by E. | " | 4 | 5 | 3/4 | 30.30 | 78 | 74 | 72 | 75 | " | " | 8 |
| Mid. | 3 | 9 | 19.8 | N. 1/2 E. | " | 4.5 | 5 | 3/4 | 30.30 | 79 | 74 | 72 | 75 | " | " | 8 |

under the command of

Commander F. W. Dickens
Tuesday, June 26

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally clear and pleasant. Moonlight. Moderate to stiff breeze from N. by N. to N. by E. Barometer falling. At end of watch under all plain sail to topgallant sails, except single reef in mainmast, heading N. by E. Course N. by E. Apprentices at the wheel.

N. D. Colman
Ensign U. S. N.

From 4 to 8 A.M.

Partly cloudy with passing nimbus clouds and rain squalls obscured horizon. Moderate to stiff breeze from West. Course N. by E (p.c.). Ship by the wind on port tack under same sail as at end of previous watch. Apprentices at the wheel.

W. D. Caperton
Lieutenant U. S. N.

From 8 A.M. to Merid.

Moderate breeze from West and N. by E. Fair and pleasant. Misty around horizon. By the wind on port tack, under fore topmast staysail and all plain sail to topgallant sails, except a single reef in the mainmast. Mustered crew at quarters at 9:30. During 1st period, 9:45 to 10:30 exercised apprentices at divisional gun drill: 2nd period, 1st and 2nd watches, seamanship. Gunner's gang engaged in painting gun ports. Tested magazine flood cocks and waste valves and found them in working order. Temperature forward magazines 77°, 74°; after 76°, 74°. Apprentices at the wheel.

J. R. Green
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear, hazy horizon. Gentle to moderate breeze from N. by E. and N. by W. At 1:10 set royals and flying jib. Course N. by E. By the wind under all plain sail to royals with single reef in mainmast. Watches of apprentices were instructed as follows: 2nd and 3rd watches, practical seamanship from 1:15 to 3:15 and log, head and signals from 3:30 to 4 P.M. Apprentices at the wheel.

J. H. Percell,
Lieutenant U. S. N.

From 4 to 8 P.M.

Generally clear. Moderate to gentle breeze from West. At 5:00 took in royals and flying jib. Under all plain sail to topgallant sails, except a single reef in mainmast, by the wind on the port tack. Course N. by E. Apprentices at the wheel.

Roger Welles Jr.
Ensign U. S. N.

From 8 P.M. to Merid.

Clear and pleasant. Bright moonlight. Moderate to stiff breeze from West. At end of watch under all plain to topgallant sails except a single reef in mainmast, heading N. by E. Course N. by E. Apprentices at the wheel.

N. D. Colman
Ensign U. S. N.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*,
Making passage from *Dorfolk, Va.*, to *Newport, R. I.*

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|----------------------------|--------------------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Head. | Leaves. | Height in inches. | Ther. at/d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Gale, by symbols. | Direction of Gale, by symbols. |
| A. M. | 5 | 1 | | | | | | | | | | | | | | | |
| 1 | 4 | 7 | 24.5 | N. by E. | Chet. | 4-5 | 5 | 3/4 | 30.29 | 77 | 75 | 73 | 77 | b.c. | cum. | 7 | S. |
| 2 | 4 | 5 | 29.0 | " | " | 4-5 | 5 | 3/4 | 30.29 | 77 | 75 | 73 | 78 | " | " | 4 | " |
| 3 | 4 | 8 | 33.8 | N. 1/2 E. | " | 4-5 | 5 | 3/4 | 30.29 | 77 | 75 | 73 | 78 | " | cum. cum. | 3 | " |
| 4 | 5 | 3 | 39.1 | N. 1/4 E. | " | 4-5 | 5 | 3/4 | 30.29 | 77 | 75 | 73 | 78 | " | " | 5 | " |
| 5 | 5 | 0 | 44.1 | " | " | 4 | 5 | 1/2 | 30.31 | 77 | 75 | 73 | 78 | " | cir. cum. | 5 | " |
| 6 | 5 | 1 | 49.2 | N. by E. 1/2 E. | Ch. by S. | 4 | 4 | 1/2 | 30.31 | 77 | 75 | 73 | 76 | " | " | 5 | " |
| 7 | 5 | 6 | 54.8 | S. 1/4 E. | " | 4-5 | 5 | 1/2 | 30.32 | 77 | 75 | 73 | 78 | " | " | 5 | " |
| 8 | 5 | 0 | 59.8 | S. 1/4 E. 1/2 E. | " | 4-5 | 5 | 1/2 | 30.32 | 77 | 75 | 73 | 78 | " | " | 4 | " |
| 9 | 5 | 4 | 65.5 | S. 1/4 E. 1/4 E. | " | 4-5 | 5 | 1/2 | 30.32 | 77 | 75 | 73 | 78 | " | cum. | 5 | " |
| 10 | 6 | 0 | 71.5 | S. 1/4 E. 1/4 E. | Ch. S. Ch. | 5 | 5 | 1/2 | 30.31 | 77 | 75 | 73 | 78 | " | " | 6 | " |
| 11 | 5 | 5 | 78.1 | S. 1/4 E. 1/2 E. | " | 5 | 5 | 1/4 | 30.30 | 78 | 76 | 74 | 78 | " | " | 7 | " |
| Noon. | 6 | 5 | 84.8 | S. 1/4 E. 1/4 E. | " | 5 | 5 | 1/4 | 30.30 | 78 | 77 | 75 | 78 | " | cir. cum. | 8 | " |

117.3 Distance run by Patent Log

Course and distance made good since preceding noon by observations, S. 19° E.

110 knots. tenths.

Position at Noon: Latitude by D. R. 40° 54' N. "

Longitude by D. R. 63° 54' W. "

Latitude by observations of ☉ 40° 55' N. "

Longitude by chronometer from Forenoon Observations of ☉ 63° 32' W. "

Position at 8 A. M. Latitude by D. R. from Noon 40° 38' N. "

Longitude by observation 63° 11' W. "

Position at 8 P. M. Latitude by D. R. from Noon 41° 21' N. "

Longitude by chronometer from Afternoon observation 63° 51' W. "

Current during the time, 16 knots tenths per hour, setting to the East.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head "

Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head S. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, tons lbs.

Coal remaining on hand at Noon, 158 " 1330 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|------|--------------------|--------------|-----|-----|-----|-------|----|----|----|----|----------|-------------|----|---|
| 1 | 6 | 3 | 91.1 | N. N. E. 1/4 E. | Ch. S. Ch. | 5 | 7.5 | 1/2 | 30.28 | 78 | 77 | 74 | 72 | b.c. | cir. cum. | 8 | 5 |
| 2 | 5 | 7 | 96.8 | S. E. by S. | " | 5 | 7.5 | 1/2 | 30.28 | 78 | 78 | 74 | 72 | " | " | 9 | " |
| 3 | 5 | 3 | 2.1 | S. E. 1/4 S. | " | 4 | 6.5 | 1/2 | 30.28 | 78 | 78 | 74 | 72 | " | " | 9 | " |
| 4 | 4 | 2 | 6.3 | S. E. | S. E. by Ch. | 4 | 6.5 | 1/2 | 30.26 | 78 | 78 | 74 | 71 | " | " | 9 | " |
| 5 | 4 | 5 | 10.8 | " | " | 4 | 6.5 | 1/2 | 30.26 | 76 | 76 | 73 | 70 | b. | more | 10 | " |
| 6 | 5 | 5 | 16.3 | S. E. 1/4 S. | " | 4 | 5.6 | 1/2 | 30.26 | 75 | 75 | 71 | 68 | b. m. w. | " | 10 | " |
| 7 | 5 | 8 | 22.1 | " | " | 4-5 | 5.6 | 1/2 | 30.26 | 73 | 73 | 70 | 67 | " | " | 10 | " |
| 8 | 5 | 5 | 27.6 | S. E. | " | 4-5 | 5.6 | 1/2 | 30.27 | 73 | 73 | 70 | 65 | b. m. w. | cum. strat. | 9 | " |
| 9 | 3 | 9 | 31.5 | S. E. 1/4 S. | S. E. | 4-6 | 5 | 3/4 | 30.27 | 74 | 68 | 66 | 65 | " | " | 9 | " |
| 10 | 1 | 3 | 32.8 | S. E. by N. 1/2 S. | S. E. by S. | 4-5 | 4 | 1 | 30.28 | 74 | 68 | 66 | 65 | b. w. | "more | 10 | " |
| 11 | 2 | 0 | 33.2 | S. E. | " | 4-5 | 4 | 1 | 30.28 | 74 | 68 | 66 | 65 | " | " | 10 | " |
| Mid. | 1 | 8 | 33.9 | " | " | 4-5 | 4 | 1 | 30.28 | 74 | 68 | 66 | 65 | " | " | 10 | " |

under the command of

Commander F. W. Dickins
Wednesday, June 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally clear, with passing rain clouds and scuds from Wd. Moderate to stiff breeze from Wd. Moon now about 12.40. Course W. by N. (p.c.) Ship by the wind on the port tack, under for topmast staysail and all plain sail to topgallant sails, except a single reef in the mainsail. Apprentices at the wheel.

W. B. Caperton
Lieutenant U. S. N.

From 4 to 8 A.M.

Moderate to stiff breeze from West and W. by S. Fair and pleasant. By the wind on port tack under same sail as in preceding watch. Apprentices at the wheel.

A. R. Green
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Moderate to stiff breeze from W. by S. and W. S. W. Course W. by S. (p.c.). By the wind under same sail as in preceding watch. At 9.30 mustered at quarters and then mustered all the Apprentices in their new parts of the ship and examined and instructed them in their duties on "Combination Bill," until 10.30. From 10.45 to 11.45 the second watch had practical seamanship and the 3^d watch, signals. At 10.30 sighted a steamer standing E. $\frac{1}{4}$ S. (p.c.), exchanged colors with her and made her out to be a German tramp steamer. Apprentices at the wheel. Temperature of magazines 77°, 74°, forward, 77°, 75°. aft.

J. D. Purcell,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear, warm and pleasant. Stiff to moderate breeze from W. S. W. to W. by N. Barometer falling. Under all plain sail to topgallant sails except a single reef in mainsail, by the wind on the port tack. Course W. S. W. $\frac{1}{4}$ N. (p.c.) The Apprentices overhauling clothing during watch. Apprentices at the wheel.

Roger Welles Jr.
Ensign U. S. N.

From 4 to 8 P.M.

Clear and damp. Stiff breeze from W. by N. During watch sighted a steamer, apparently an oil steamer, standing to E. S. and another steamer apparently a liner standing to W. At end of watch under all plain sail to topgallant sails, heading W. W. Course W. S. W. $\frac{1}{4}$ N. Apprentices at the wheel.

N. D. Coe
Ensign U. S. N.

From 8 P.M. to Mid.

Clear, cool and very damp. Moderate to stiff breeze from W. by N. backing to W. by S. Course W. by S. (p.c.) At 8.30 took in and furl'd topgallant sails and hauled up mainsail. At 9.30 hauled down for topmast staysail. At end of watch ship by the wind on port tack, under jib, foresail, topsails and spinnaker. Apprentices at the wheel.

W. B. Caperton
Lieutenant U. S. N.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk, Va. to Newport, R.I.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|-------------------|---|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Barometer. | | Temperature. | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in 10ths. | State of the Sea. | | | |
| | | | | | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 36.0 | N. by N. 1/4 N. | S. by S. | 4 | 5 | 1 1/2 | 30.27 | 73 | 68 | 66 | 64 | b. w. | none | 10 | S. | | |
| 2 | 2 | 8 | 38.5 | " | " | 4 | 5 | 1 1/2 | 30.26 | 72 | 67 | 65 | 64 | " | " | 10 | " | | |
| 3 | 2 | 2 | 40.0 | N. N. 1/4 N. | " | 4 | 5 | 1 1/2 | 30.25 | 72 | 67 | 65 | 63 | " | " | 10 | " | | |
| 4 | 2 | 2 | 41.1 | N. N. 1/4 N. | " | 4 | 5 | 1 1/2 | 30.25 | 72 | 67 | 65 | 62 | " | " | 10 | " | | |
| 5 | 2 | 3 | 42.5 | N. by N. 1/4 N. | " | 4 | 5 | 1 1/2 | 30.25 | 72 | 66 | 65 | 63 | b. c. m. | cum. | 9 | " | | |
| 6 | 2 | 3 | 44.5 | " | " | 4 | 5 | 1 1/2 | 30.25 | 72 | 67 | 66 | 64 | " | " | 9 | " | | |
| 7 | 2 | 0 | 45.5 | " | " | 4 | 5 | 1 1/2 | 30.26 | 71 | 67 | 67 | 65 | " | " | 9 | " | | |
| 8 | 1 | 7 | 47.2 | " | " | 4 | 5 | 1 1/2 | 30.26 | 71 | 68 | 67 | 65 | " | cum. strat. | 9 | " | | |
| 9 | 1 | 8 | 48.3 | " | " | 4 | 5 | 1 1/2 | 30.26 | 72 | 69 | 67 | 65 | b. m. | none | 10 | N. | | |
| 10 | 6 | 2 | 54.5 | " | " | 4 | 5 | 3/4 | 30.26 | 72 | 68 | 67 | 65 | b. c. m. | cum. strat. | 9 | " | | |
| 11 | 5 | 1 | 59.6 | " | " | 4 | 5 | 3/4 | 30.26 | 72 | 68 | 67 | 64 | " | " | 9 | S. | | |
| Noon. | 5 | 1 | 64.7 | N. N. 1/2 N. | S. S. W. | 3 | 4 | 4 | 1/2 | 30.25 | 72 | 68 | 67 | 66 | b. c. | circum. | 9 | " | |

77. 6 Distance run by log.

Course and distance made good since preceding noon by observations, N 49° E. 6.2 knots. tenths.

| | | |
|---------------------|--|------------------|
| Position at Noon: | Latitude by D. R. | 41° 03' 4" N. " |
| | Longitude by D. R. | 64° 04' 8" W. " |
| | Latitude by observations of ☉ | 41° 03' 5" N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 64° 03' 7" W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon | 41° 03' 1" N. " |
| | Longitude by observation | 64° 03' 13" W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 41° 04' 7" N. " |
| | Longitude by Chronometer from Afternoon observation | 65° 05' 15" W. " |

Current during the time, 11 knots tenths per hour, setting to the East.

| | | | |
|---|-------------|----------|---------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " variation used, 0 |
| Water expended during the preceding 24 hours, | 400 | gallons. | |
| Water during the preceding 24 hours, | | " | |
| Water remaining on hand fit for use at Noon, | 1700 | " | |
| Coal consumed during the preceding 24 hours, | 1120 | lbs. | |
| Coal remaining on hand at Noon, | 158 | " 210 | |

| P. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |
|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Moderate breeze from S. E. by S. Clear and cool. Bright moonlight. Heavy dew. Smooth sea. Moon rose at 12.40. By the wind on port tack under jib, spanker, foreail and topsails. Apprentices at the wheel.

From 4 to 8 A. M.

Clear and misty horizon. Moderate breeze from S. E. by S. By the wind, laying very close, under same sail as in preceding watch. Course S. by S. (p.c.) At 5 A. M. sighted a large steamer with three smokestacks heading S. by S. (p.c.) about two miles to windward. At 6 A. M. another steamer was sighted from mast-head heading to S. Apprentices at the wheel.

From 8 A. M. to Oned.

Clear overhead with misty horizon. Moderate breeze from S. E. by S. to S. S. E. At 8.30 set mainmast and fore topsmast staysail and at 9.00 topgallant sails. At end of watch under plain sail to topgallant sails with single reef in the mainmast by the wind on the port tack. Course S. by S. (p.c.) From 9.45 to 10.30 the first watch had instruction in compass, log and stations at abandon ship; second and 3rd watches, pistols; from 10.45 to 11.30 all watches got up both lower chains and had instruction in same. Apprentices at the wheel. Temperature of magazines, forward, 77°, 74°, after 76°, 74°.

From Oned. to 4 P. M.

Partly cloudy and misty. Moderate to stiff breeze from S. E. by S. Had drill as follows: from 1.15 to 2.00, 1st watch, ground tackle; 2nd watch, ground tackle; from 2.15 to 3.00, 1st and 2nd watches, gunnery. At 3.45 called away all boats armed and ~~ready~~ equipped for service when liable to be ordered. Unhailed and sent below both lower chains. At 3.50 took in royals and hauled down flying jib. At end of watch under all plain sail to topgallant sails heading S. S. E. Course S. by S. Apprentices at the wheel.

From 4 to 8 P. M.

Cloudy, rainy, foggy and unsettled weather. Moderate breeze from S. E., owing to S. E. and increasing to a fresh breeze, with passing showers and fog. At 5.30 took in and furl'd topgallant sails. Ship by the wind on port tack at end of watch, under for topsmast staysail and plain sail to topsails, except single reef in mainmast. Apprentices at the wheel.

From 8 P. M. to Mid.

Dark to moderate breeze from S. by S. and West. Thick fog first two hours, afterwards cloudy, with stars showing at intervals. At 8.00 called all hands, won ship, bringing her by the wind on the starboard tack, heading South; hauled up mainmast, took two single reefs in the topsails and hauled down for topsmast staysail. Increased fog low at intervals of not more than two minutes until 10.00, when fog cleared. At end of watch under jib, spanker, foreail and double reefed topsails. Apprentices at the wheel. At 8.00 changed course to S. by S.

Examined and found to be correct.

J. B. McIlhen, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Thuid* Rate,
Making passage from Norfolk, Va., to Newport, R.I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky, in Tens. | State of the Sea. | | |
|-------|--------|---------|------------------------|---|-----------------------------------|--------|-------------------------|---------|----------------------|---------------|------------------|---|------------------------------------|---------------------------------|-------------------|------------------|----------------------|
| | | | | | Direction by Standard Compass. | Force. | Heav. | Leeway. | Height in inches. | Ther. air. | Air Dry Bulb. | | | | | Air Wet Bulb. | Water at Surface. |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 1 | 5 | 8.7 | Fly 04. | Ob. by N. | 4 | 5 | 3 | 30.27 | 75 | 69 | 66 | 65 | b.c.m. | cum. nimb. | 3 | 6 |
| 2 | 1 | 2 | 8.8 | Fly 04 1/2 Ob. | " | 4 | 5 | 3 | 30.28 | 74 | 68 | 65 | 64 | " | " | 3 | " |
| 3 | 1 | 0 | 8.8 | " | " | 3-4 | 4 | 3 | 30.28 | 74 | 68 | 65 | 64 | " | " | 2 | " |
| 4 | 1 | 0 | Hauled in | " | " | 3 | 4 | 3 | 30.29 | 74 | 68 | 65 | 64 | " | " | 2 | " |
| 5 | 0 | 6 | " | Fly 5. | Ob. 94. | 1 | 2 | 3 | 30.31 | 74 | 68 | 68 | 69 | b.c.f. | nimb. | 0 | Ob. |
| 6 | 0 | 6 | " | " | Ob. | 1 | 2 | 3 | 30.32 | 74 | 67 | 67 | 69 | " | " | 0 | " |
| 7 | 0 | 0 | " | No steeringway | " | 0-1 | 1 | 0 | 30.33 | 73 | 68 | 67 | 69 | " | " | 0 | " |
| 8 | 0 | 0 | " | " | " | 0-1 | 1 | 0 | 30.34 | 72 | 68 | 67 | 68 | " | " | 0 | " |
| 9 | 0 | 0 | " | " | N. 94. | 0-1 | 2 | 0 | 30.33 | 72 | 68 | 67 | 69 | " | " | 0 | 2 |
| 10 | 0 | 0 | " | " | " | 0-1 | 2 | 0 | 30.34 | 72 | 69 | 69 | 69 | b.c. | " | 0 | " |
| 11 | 0 | 0 | " | " | Balm | 0 | 2 | 0 | 30.35 | 72 | 69 | 69 | 69 | " | " | 0 | " |
| Noon. | 0 | 0 | " | " | " | 0 | 2 | 0 | 30.35 | 72 | 72 | 70 | 69 | " | " | 0 | " |

48.8. Distance run by Log.

Course and distance made good since preceding noon by observations, N 75° W.

15 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 41 03.6 N. " |
| | Longitude by D. R. | 65 00.7 W. " |
| | Latitude by observations of ☉ | 41 03.6 N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 64 05.0 W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon | 41 03.6 N. " |
| | Longitude by D. R. from 4 P. M. June 28. | 65 00.7 W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 41 02.6 N. " |
| | Longitude by Chronometer from Afternoon observation ☉ | 65 02.7 W. " |

Current during the time, 12 knots tenths per hour, setting to the East

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

tons 320 lbs.

Coal remaining on hand at Noon,

157 2130 "

| | | | | | | | | | | | | | | | | | |
|-------|---|---|-----------|----------------|---------|-----|-----|---|-------|----|----|----|----|----------|----------------|---|---|
| P. M. | | | | | | | | | | | | | | | | | |
| 1 | 0 | 0 | Hauled in | No steeringway | Balm | 0 | 2-3 | 0 | 30.34 | 73 | 71 | 70 | 69 | b.o.f.w. | air. cum. | 5 | 2 |
| 2 | 0 | 0 | " | " | Ob. 94. | 0-1 | 2-3 | 0 | 30.34 | 72 | 71 | 70 | 69 | b.o.f.w. | cum. air. cum. | 0 | " |
| 3 | 1 | 0 | 8.9 | F. 94. | Ob. 94. | 1 | 2-3 | 0 | 30.34 | 72 | 71 | 70 | 69 | b.o.f.w. | nimb. | 2 | " |
| 4 | 0 | 9 | 9.9 | Ob. 1/2 N. | " | 1 | 0 | 0 | 30.34 | 72 | 71 | 70 | 70 | b.o. | " | 4 | " |
| 5 | 7 | 1 | 16.9 | " | " | 1 | 0 | 0 | 30.34 | 72 | 71 | 70 | 69 | " | air. cum. | 2 | " |
| 6 | 7 | 9 | 24.8 | " | " | 1 | 0 | 0 | 30.35 | 72 | 71 | 70 | 69 | " | cum. | 2 | " |
| 7 | 7 | 5 | 32.3 | " | " | 1 | 0 | 0 | 30.34 | 72 | 71 | 70 | 69 | " | " | 5 | " |
| 8 | 7 | 0 | 39.3 | " | " | 1 | 0 | 0 | 30.35 | 72 | 71 | 70 | 70 | " | air. | 6 | " |
| 9 | 6 | 2 | 46.9 | Ob. 1/2. | Ob. 94. | 2 | 0 | 0 | 30.35 | 75 | 70 | 69 | 69 | b.o.w. | cum. et. cum. | 9 | 2 |
| 10 | 7 | 2 | 54.0 | " | " | 3 | 0 | 0 | 30.35 | 76 | 69 | 68 | 65 | " | cum. | 8 | " |
| 11 | 7 | 3 | 61.3 | " | " | 3 | 0 | 0 | 30.35 | 76 | 67 | 66 | 66 | " | " | 9 | " |
| Mid. | 7 | 2 | 68.5 | " | " | 3 | 0 | 0 | 30.34 | 75 | 66 | 65 | 59 | " | " | 9 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy, misty occasionally. Gentle to moderate breeze from N. by N. E. By the wind close, under same sail as in preceding watch. Enrue N. by E (p.c.) Drifted by sea. Apprentice at the wheel.

From 4 to 8 A.M.

Overcast, foggy and passing rain showers. Calms and light air from N. E. to N. N. E. Under double reefed topsails, fore sail, jib and spanker. No stowaway last two hours. Apprentice at the wheel.

J. H. Purcell,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Overcast, foggy and drizzling. Clearing at times. Calms to light breeze from N. E. Barometer rising. At 9.30 mustered crew and apprentices at quarters and inspected oil skins of apprentices. At 9.46 rounded to five quarters and the divisions were reported ready in the following times: 1st division 3 minutes; 2nd division 3 minutes; 3rd division 3 minutes; Navigators division 3 minutes; After, Forward, Powder and Engineer's divisions in 1 minute. Secured at 10 o'clock. At 8.45 made all plain sail to topgallant sails and at 10.30 took in mainsail and spanker. At end of watch under all plain sail to topgallant sails, except mainsail and spanker, with no stowaway heading E. S. E. Enrue N. by E. Apprentice at the wheel. Temperature of magazines 77°, 74°, forward, 76°, 74°, aft.

Roger Welles Jr.,
Ensign U. S. N.

From Merid. to 4 P.M.

Generally cloudy with fog first hour; rain from 2 to 3 o'clock with indications of clearing last hour. Calms and light air from N. E. to E. by N. At 12.45 started fire under boilers A, B and D. The 3rd and 4th periods for instructions were omitted on account of rain; the 5th period was devoted to shortening and furling sail. At 3.45 took in and furl'd topgallant sails; topsails and foresail. At 10 o'clock furl'd the mainsail and put on yard cover, top and mast covers. At 3.45 started ahead on engines and brought ship on course N. 1/4 N. (p.c.) passed by reading 8.9 miles. Apprentice at the wheel. At end of watch ship under steam and jib. Average steam 54 lbs, average revolutions 44.

N. D. Colman,
Ensign U. S. N.

From 4 to 8 P.M.

Light air from E. by N. Fair and pleasant. Long swell from N. E. On course N. 1/4 N. per Standard, under steam, jib and spanker, using boilers A, B and D. Trapped and checked again. Average steam, 54 lbs. Average revolutions 44. Apprentice at the wheel.

W. B. Caperton,
Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear and damp. Light to gentle breeze from E. by N. Steaming with jib and spanker set. At 8.10 changed course from N. 1/4 N. to West (p.c.). Revolutions 44. Steam pressure 55 lbs. Onis under boilers A, B and D. Apprentice at the wheel.

J. H. Purcell,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Making passage from *Chorfolk, Va.*, to *Newport, R.I.*

Third Rate,

| | | | | WIND. | | BAROMETER. TEMPERATURE. | | | | | | | | | | | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-------------------------|-------|------------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|--|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Head. | Lower 1/2. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force & Direction of Wind, by symbols. | State of the Sea. |
| A. M. | 6 | 2 | | | | | | | | | | | | | | | |
| 1 | 7 | 3 | 75.8 | Chal | S.W. | 3 | 2.4 | 0 | 30.32 | 73 | 65 | 64 | 58 | b.c.w. | cir. cum. | 9 | S |
| 2 | 6 | 0 | 81.8 | " | " | 3 | 2.4 | 0 | 30.32 | 72 | 65 | 64 | 58 | " | " | 9 | " |
| 3 | 6 | 1 | 87.9 | " | S.W. by S. | 3 | 2.4 | 0 | 30.31 | 72 | 64 | 63 | 57 | b.c.m. | " | 9 | " |
| 4 | 6 | 9 | 94.8 | " | " | 3 | 2.5 | 0 | 30.30 | 71 | 62 | 60 | 57 | b.o.f.w. | cum. | 3 | L |
| 5 | 4 | 5 | 160.7 | " | " | 3 | 2 | 0 | 30.31 | 70 | 60 | 59 | 55 | " | cir. cum. | 4 | " |
| 6 | 3 | 4 | 3.7 | " | " | 3 | 2 | 0 | 30.32 | 68 | 60 | 59 | 55 | b.o.f.f. | cir. cum. | 3 | S |
| 7 | 6 | 5 | 7.1 | N. by E. | " | 3 | 2 | 0 | 30.32 | 66 | 60 | 59 | 55 | b.c.m. | cir. cum. | 5 | " |
| 8 | 7 | 8 | 14.6 | " | " | 3 | 2 | 0 | 30.30 | 66 | 60 | 59 | 55 | b.c.m. | cir. cum. | 0 | " |
| 9 | 0 | 8 | 29.2 | " | S.W. | 3 | 2 | 0 | 30.32 | 66 | 60 | 59 | 55 | b.o.f. | cir. cum. | 0 | " |
| 10 | 4 | 1 | 33.3 | " | " | 3 | 2 | 0 | 30.31 | 65 | 60 | 59 | 55 | b.o.f. | cir. cum. | 2 | " |
| 11 | 4 | 0 | 37.3 | " | " | 3 | 2 | 0 | 30.31 | 65 | 60 | 59 | 55 | " | " | 2 | " |
| Noon. | 4 | 6 | 41.9 | " | " | 3 | 2 | 0 | 30.31 | 65 | 60 | 59 | 55 | " | " | 2 | " |

132.2 Distances run by Patent Log

Course and distance made good since preceding noon by observations, *S 77° W.* 120 knots. tenths.

| | | |
|---------------------|--|----------------------|
| Position at Noon: | Latitude by D. R. | 41° 08' N. " |
| | Longitude by D. R. | 67° 30' W. " |
| | Latitude by observations of ☉ | No observation 0 ' " |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 67° 30' W. " |
| | Latitude by <i>D. R. from Noon</i> | 41° 13' N. " |
| | Longitude by <i>observation</i> | 67° 07' W. " |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 40° 56' N. " |
| | Longitude by <i>Chronometer from Afternoon observation</i> | 68° 16' W. " |

Current during the time, knots tenths per hour, setting to the

| | | |
|---|-------------|-----------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 ' " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 ' variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 ' " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 ' variation used, 0 |
| Water expended during the preceding 24 hours, | | 400 gallons. |
| Water during the preceding 24 hours, | | " |
| Water remaining on hand fit for use at Noon, | | 1000 " |
| Coal consumed during the preceding 24 hours, | | 9 tons 240 lbs. |
| Coal remaining on hand at Noon, | | 148 " 1710 " |

| | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------------|-------------|---|---|---|-------|----|----|----|----|---------------|-------------------|---|----------|
| P. M. | 1 | 0 | | <i>N. by E.</i> | <i>S.W.</i> | 3 | 2 | 0 | 30.31 | 66 | 61 | 60 | 55 | <i>b.o.f.</i> | <i>cir. cum.</i> | 2 | <i>S</i> |
| 1 | 3 | 3 | 45.2 | <i>N. by E.</i> | " | 3 | 3 | 0 | 30.31 | 66 | 61 | 60 | 55 | " | " | 2 | " |
| 2 | 3 | 2 | 48.4 | " | " | 3 | 3 | 0 | 30.30 | 66 | 60 | 59 | 54 | <i>b.o.f.</i> | <i>cum.</i> | 0 | " |
| 3 | 4 | 5 | 52.9 | " | " | 3 | 2 | 0 | 30.29 | 66 | 60 | 59 | 54 | " | " | 0 | " |
| 4 | 3 | 1 | 56.0 | " | " | 3 | 2 | 0 | 30.29 | 65 | 60 | 59 | 54 | <i>b.o.f.</i> | " | 0 | " |
| 5 | 3 | 8 | 59.8 | " | " | 3 | 2 | 0 | 30.29 | 65 | 60 | 59 | 54 | <i>b.c.m.</i> | <i>cum. mist.</i> | 5 | " |
| 6 | 5 | 2 | 65.0 | " | " | 3 | 2 | 0 | 30.30 | 65 | 60 | 59 | 54 | " | <i>cum. mist.</i> | 4 | " |
| 7 | 4 | 6 | 69.6 | " | " | 3 | 2 | 0 | 30.31 | 65 | 60 | 59 | 54 | " | " | 3 | " |
| 8 | 4 | 1 | 73.9 | " | " | 3 | 2 | 0 | 30.32 | 68 | 60 | 59 | 54 | <i>b.o.f.</i> | <i>cum. mist.</i> | 2 | " |
| 9 | 2 | 5 | 77.9 | <i>N. by E.</i> | " | 3 | 2 | 0 | 30.32 | 68 | 60 | 59 | 54 | " | " | 2 | " |
| 10 | 3 | 7 | 81.6 | " | " | 3 | 2 | 0 | 30.32 | 68 | 60 | 59 | 54 | " | " | 2 | " |
| 11 | 4 | 9 | 86.5 | " | " | 3 | 2 | 0 | 30.32 | 68 | 60 | 59 | 54 | " | " | 2 | " |
| Mid. | 4 | 5 | 91.0 | " | " | 3 | 2 | 0 | 30.30 | 68 | 60 | 59 | 54 | " | " | 2 | " |

49.9

6-265

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant to foggy last half hour. Gentle breeze from S.W. to S.W. by S. Under steam, jib and spinnaker, no course (p.c.) At 1.00 stopped engines and got a cast of the lead (Thomson Machine) in 86 fathoms, brown sand and coarse gravel, and at 2.30 in 54 fathoms, brown sand, black specks and broken shells. Apprentices at the wheel. Steam 55 lbs. Revolutions 42. Started fog whistle at 3.50. Now we at 110

Roger Wells, Jr.
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and foggy with rain and mist at times. Gentle to stiff breeze from S.W. by S. At 4.05 clouds down and blew whistle on account of fog. At 5.30 resumed full speed and set for topmast staysail and main topsail. At end of watch under steam in bales A, C, and D. and the following said:- jib, for topmast staysail, main topsail and spinnaker, no course (p.c.) At 5.30 changed course to N.W. by N. patent log reading 3.7. At 8.00 took soundings, 31 fathoms, fine gray sand. Apprentices at the wheel. Average steam 55 lbs. Average revolutions 45.

N. T. Folsom
Ensign U.S.N.

From 8 A.M. to Merid

Cloudy with blue sky overhead and thick fog all of watch. Gentle breeze from S.W. Kept whistle going from 8.30 till now. Ship on her course N.W. by N. (p.c.) under steam and all for mid aft sails, going half speed. Apprentices at the wheel. Got cast of lead at 11.00, in 26 1/2 fathoms water, bottom gray sand with black specks and at noon in 29 fathoms, bottom same as at 11.00. Temperature of magazines 76° 74°, forward, 75° 74°, aft. Average steam 55 lbs. revolutions 30.

W. B. Caperton
Lieutenant U.S.N.

From Merid to 4 P.M.

Gentle breeze from S.W. Thick fog during watch; sky showing at intervals first two hours. Took in fore and aft sail at 2.00. Running at slow speed under no hll, all of watch, except from 2.17 to 2.30, when went ahead at full speed, the fog clearing during that time. Sound ed straw whistle at intervals of not more than two minutes. Stationed look-out aloft and on forecath and poop. Got a cast of the lead at 3.20 in 28 fathoms of water, bottom fine gray sand with black specks. By order of Commanding Officer and on recommendation of Board, threw aboard 27 gallons of brine, condemned by Sanitary Board of Navy. Contractor's name: C. E. Ahrens, Oct 1891. By order of the Commanding Officer, changed course at 12.15 to N.W. by N. per Standard, patent log, 42.8. Average steam 55 lbs.; revolutions 30.5. Apprentices at the wheel.

R. R. Beach
Lieutenant U.S.N.

From 4 to 8 P.M.

Foggy and misty. Partially clear overhead at times. Gentle breeze from S.W. Course N.W. by S. (p.c.) Steaming with fire under bellers A, C, and D. Running slow during foggy parts of watch. At 5.52 started ahead full speed and at 6.20 clouds down again. At 8.0' clock got a cast of the lead in 21 fathoms, fine gray sand and black specks. Stopped on minute while getting soundings. Apprentices at the wheel.

H. Purcell,
Lieutenant U.S.N.

From 8 P.M. to Mid.

Very foggy clearing occasionally overhead. Gentle breeze from S.W. Under steam slow at slow speed. At 8.24 changed course to N.W. by S. (p.c.) At 12.00 got a cast of the lead in 21 1/2 fathoms, bottom gray sand, fine black specks. Apprentices at the wheel.

Roger Wells, Jr.
Ensign U.S.N.

Examined and found to be correct.

Approved:
Commander, U.S.N., Ensign. J. B. Millen,
Lieutenant U.S.N.

J. B. Millen,
Lieutenant U.S.N., Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Norfolk Va. to Newport R.I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Barometer. | TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Gale, by symbols. | State of the Sea. |
|---------|--------|---------|------------------------|-------------------------------------|--------------------------------|----------|------------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|----------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. - | | | | | | | | | | | | | | | | |
| 1 | 4 | 3 | 95.3 | N. 1/4 S. | S.W. by S. | 4 2 | 0 | 30.30 | 66 | 59 | 57 | 54 | b.c. f.w. | com. cum. 8 | | 8 |
| 2 | 5 | 7 | 1.0 | " | " | 4.5 2 | 0 | 30.30 | 66 | 61 | 61 | 56 | b.c. p. | " 4 | | " |
| 3 | 6 | 3 | 7.3 | " | " | 4.5 3 | 0 | 30.30 | 66 | 61 | 61 | 57 | b.c. w. | " 2 | | " |
| 4 | 6 | 2 | 13.5 | " | S.W. by N. | 4.5 3 | 0 | 30.30 | 66 | 61 | 61 | 57 | " | " 1 | | " |
| 5 | 5 | 9 | 19.4 | " | " | 4 2 | 0 | 30.31 | 66 | 61 | 60 | 54 | b.c. | " 1 | | " |
| 6 | 5 | 6 | 25.0 | " | " | 3 2 | 0 | 30.32 | 66 | 61 | 60 | 54 | " | " 2 | | " |
| 7 | 6 | 1 | 31.1 | " | " | 3 2 | 0 | 30.32 | 66 | 63 | 62 | 55 | " | " 4 | | " |
| 8 | 6 | 2 | 37.3 | " | " | 3 2 | 0 | 30.32 | 66 | 63 | 62 | 55 | " | " 5 | | " |
| 9 | 2 | 9 | 45.1 | N. 1/4 E. | " | 3 5 | 0 | 30.32 | 66 | 64 | 63 | 59 | b.c. m. | " 4 | | " |
| 10 | 7 | 8 | 52.9 | " | " | 3.4 5 | 0 | 30.32 | 66 | 64 | 63 | 60 | " | " 3 | | " |
| 11 | 7 | 5 | 61.9 | N. 1/4 E. | " | 3.4 5.10 | 0 | 30.32 | 67 | 65 | 64 | 63 | " | " 5 | | " |
| Noon. | 9 | 6 | 71.5 | " | " | 3.4 5.10 | 0 | 30.31 | 68 | 66 | 65 | 64 | " | " 5 | | " |

13.04 Distance run by Patent Log.

Course and distance made good since preceding noon by observations. 78° N.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 40° 47' N. " |
| | Longitude by D. R. | 70° 05' W. " |
| | Latitude by observations of ☉ | 40° 47' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 70° 11' W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon | 40° 30' N. " |
| | Longitude by observation | 69° 34' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 41° 13' N. " |
| | Longitude by chronometer from Afternoon observation | 71° 26' W. " |

Current during the time, — knots tenths per hour, setting to the —

Error of the Compass by Azimuth ☉ observed at ship's head 0

Deviation of the Compass by Azimuth ☉ observed at ship's head 0

Error of the Compass by Azimuth ☉ observed at ship's head 0

Deviation of the Compass by Azimuth ☉ observed at ship's head 0

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

350 gallons.

650 "

8 tons — lbs.

140 " 1710 "

| P. M. | 0 | 9 | | N 1/4 E. | | | | | | | | | | | | |
|-------|-----------|---|------|--|---|---|---|---|-------|----|----|----|----|------------|-----------|---|
| 1 | 5 | 5 | 80.0 | N 1/4 E. <td>S W. by S.<td>4</td><td>7</td><td>0</td><td>30.30</td><td>68</td><td>68</td><td>67</td><td>64</td><td>b.c. m.</td><td>com. cum.</td><td>1</td></td> | S W. by S. <td>4</td> <td>7</td> <td>0</td> <td>30.30</td> <td>68</td> <td>68</td> <td>67</td> <td>64</td> <td>b.c. m.</td> <td>com. cum.</td> <td>1</td> | 4 | 7 | 0 | 30.30 | 68 | 68 | 67 | 64 | b.c. m. | com. cum. | 1 |
| 2 | 8 | 0 | 88.8 | " | " | 4 | 7 | 0 | 30.29 | 68 | 68 | 67 | 65 | b.c. f.w. | " | 2 |
| 3 | 8 | 0 | 96.0 | " | " | 4 | 7 | 0 | 30.28 | 68 | 68 | 67 | 65 | b.c. m. | " | 2 |
| 4 | 2 | 3 | 3.3 | N. 1/4 E. | " | 4 | 7 | 0 | 30.24 | 68 | 68 | 67 | 65 | f. m. | " | 0 |
| 5 | 4 | 9 | 8.2 | " | " | 4 | 5 | 0 | 30.23 | 69 | 68 | 67 | 65 | " | " | 0 |
| 6 | 4 | 3 | 12.5 | " | " | 4 | 6 | 0 | 30.23 | 70 | 69 | 68 | 66 | " | " | 0 |
| 7 | 0 | 8 | 13.3 | N. 1/4 E. | " | 4 | 7 | 0 | 30.22 | 70 | 69 | 68 | 67 | b.c. w. | at anchor | 7 |
| 8 | 8 | 6 | 27.8 | " | " | 4 | 7 | 0 | 30.22 | 72 | 69 | 68 | 68 | " | " | 5 |
| 9 | 6 | 3 | 34.1 | Ship's head | " | 4 | 6 | 0 | 30.22 | 72 | 69 | 67 | 69 | b. f. w. | " | 5 |
| 10 | At anchor | | | N. 1/4 E. | " | 3 | | | 30.23 | 74 | 68 | 66 | 69 | o m. w. h. | same | 0 |
| 11 | | | | N. 1/4 E. | N. 1/4 E. | 3 | | | 30.24 | 74 | 67 | 65 | 64 | o f. m. d. | " | 0 |
| Mid. | | | | N. 1/4 E. | N. 1/4 E. | 4 | | | 30.24 | 74 | 67 | 65 | 69 | " | " | 0 |

under the command of

Commander T. W. Dickens
Sunday, July 1

U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy and foggy first hour, clearing last two hours with passing showers. Light to stiff breeze from S.W. by S. to S.W. by W. At 1.20 fog lifted and stopped fog signal, and resumed full speed with the engines. At 3.05 o'clock, put helm to starboard and stood S.W. for about five minutes to avoid a large sailing vessel, showing a flash light and green light at times. At 3.10 resumed course W. 1/4 S. with sailing vessel clear and to leeward. Took soundings at 30 clock, 34 fathoms, fine grey sand. Stopped the engine for two minutes. At end of watch under steam in boilers A. C. and D., on course W. 1/4 S. Apparents at the wheel. Average revolutions 41, Average steam 55 lbs.

N. P. Colman
Ensign U. S. N.

From 4 to 8 A. M.

Clearing and pleasant, with haze around horizon. Gentle breeze from S.W. by W. Ship on her course N. 1/4 S. (p.c.) Under steam. At 7.30 exchanged colors with the German steamer Moravia and at 7.50 exchanged colors with a large steamer standing to the Eastward, but could not make out her colors. At 8.01 got a cast of lead in 31 fathoms water, bottom grey sand with black specks. At 8.01 changed course to N.W. (p.c.) patent log 37.3 miles. Apparents at the wheel. Average steam 55. Average revolutions 44.5.
J. B. Caperton,
Lieutenant U. S. N.

Gentle to moderate breeze from S.W. by W. Fair weather, misty around horizon. Smooth sea. Made the following changes in the course by order of Commanding Officer: At 8.40 to S.W. 1/4 W. patent log 42.2; at 10.52 to N.W. 1/4 W. patent log 45.5. At 8.15 made fore and aft sail, except flying jib and fore topmast stay sail. At 10.00 called all hands and made all plain sail to royals except mainmast. Stopped engine from 9.45 to 9.49 and got a cast of the lead with sounding machine in 28 fathoms water (depth recorder 29 fathoms), bottom grey sand, black specks. Stopped engine again from 11.54 to 12.00 and got a cast in 16 fathoms of water the depth recorder and tube agreeing within one half fathom. At 9.30 called all hands, read the Articles of War, and had General Muster finding all present or accounted for. Found color to a large four-masted steamer standing to S.W. and W., whose colors we could not make out. At end of watch under steam (using three boilers) and main topmast and all plain sail to royals except mainmast. Average steam 55 lbs.; revolutions 44. Apparents at the wheel. Pump magazine 77° 75' fore, 76° 74' aft.
J. B. Caperton,
Lieutenant U. S. N.

From 8 A. M. to 4 P. M.

Misty and foggy, very dense last hour. Fair to cloudy overhead at times. Moderate breeze from S.W. by S. At 12 M. changed course to N.W. (p.c.); at 12.22 to S.W. 1/4 W. (p.c.) and at 3.34 to N.W. (p.c.) Got soundings as follows: at 1 P. M. 20 1/2 fathoms, fine grey sand, yellow specks; at 3 P. M. 20 1/2 fathoms, fine grey sand, black specks and at 4 P. M. 22 1/2 fathoms, fine grey sand black specks. Stopped a minute at each sounding. At 1.10 took in royals. Slowed down on account of fog from 1.30 to 2.30, then ahead full speed. At 3.23 slowed down on account of fog and took in top yellow sails. At 3.34 took in top sails. At end of watch, steaming with five under boilers A, C. and D., jib; fore topmast stay sail, main topmast and sprinker ab. Steam pressure 55 lbs. Revolutions 42. Apparents at the wheel.
J. B. Caperton,
Lieutenant U. S. N.

From 4 to 8 P. M.

Foggy to clearing last two hours. Moderate breeze from S.W. by S. Under steam, jib, fore topmast stay sail, main topmast and sprinker on course N.W. (p.c.) until 6.5 when changed course to S.W. (p.c.) and went ahead full speed. At 5.00 sounded in 23 fathoms, bottom light grey sand, black specks; at 6.00 in 19 fathoms bottom grey sand, black specks and gravel; and at 8.00 in 22 fathoms, bottom light grey sand and black specks. Apparents at the wheel. Steam 58 lbs.; Revolutions 35.
Roger Wellers Jr.,
Ensign U. S. N.

From 8 P. M. to Midnight

Examined and found to be correct
Cloudy and misty, with distant lightning. Moderate to gentle breeze from S.W. by S. At 9 o'clock took sounding in 16 fathoms, fine grey sand, and at 9.10 stopped engine and took another sounding, 16 fathoms grey sand, black specks. At 9.40 took in and fished foremast, and at 9.50 fished all fore and aft sail and let go port anchor in 15 fathoms water, as the weather was light. Hauled five under boilers A, C. and D. At 9.50 commenced dithering. At end of watch anchored in 18 fathoms water, with 45 fathoms chain, hauled five under boilers A and D. Dithering.

N. P. Colman
Ensign U. S. N.

J. B. McIlroy,
Lieutenant U. S. N. Quinipston.

LOG of the UNITED STATES

Ship Essex.

Third Rate,

Making passage from Norfolk, Va. and thence to New York, R.I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in fifts. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | At anchor | | | | | | | | | | | | | |
| 1 | 6.2 | 6 | | OK. S.W. | OK. S.W. | 3.4 | | | 30.24 | 72 | 68 | 66 | 69 | o f. b. t. | unil. | 0 | 9 |
| 2 | | | | " | " | 3.4 | | | 30.24 | 72 | 68 | 66 | 69 | " | " | 0 | " |
| 3 | | | | " | " | 4 | | | 30.22 | 71 | 67 | 65 | 69 | f. b. | " | 0 | " |
| 4 | | | | S.W. by N. | " | 4.5 | | | 30.22 | 71 | 67 | 65 | 69 | " | " | 0 | " |
| 5 | | | 34.5 | S.W. | " | 4 | | | 30.25 | 70 | 67 | 65 | 67 | b. c. f. | cir. cum. | 4 | " |
| 6 | 2 | 5 | 37.0 | Underway | " | 4 | 5 | 0 | 30.25 | 70 | 67 | 66 | 67 | " | " | 5 | " |
| 7 | 3 | 9 | 39.3 | N. N. E. | " | 4 | 3 | 0 | 30.27 | 69 | 67 | 66 | 66 | o. c. f. | unil. | 0 | " |
| 8 | 5 | 0 | 42.2 | Standing by to Newport Harbor | " | 3 | | | 30.28 | 69 | 69 | 67 | | " | " | 0 | " |
| 9 | | | | S.W. | S.W. | 3 | | | 30.28 | 70 | 70 | 70 | | b. c. | cum. | 7 | " |
| 10 | | | | Slack | " | 3 | | | 30.28 | 71 | 71 | 70 | | " | " | 8 | " |
| 11 | 0 | 2 | | Slack | S. S. W. | 3.4 | | | 30.27 | 73 | 72 | 70 | | " | " | 9 | " |
| Noon. | 0 | 2 | | " | " | 3.4 | | | 30.26 | 73 | 72 | 70 | | " | " | 9 | " |

76.0 Distance run by Patent Log.

Course and distance made good since preceding noon by observations,

| | | | |
|---------------------|--|--------|---------|
| Position at Noon: | Latitude by D. R. | knots. | tenths. |
| | Longitude by D. R. | 0 | " |
| | Latitude by observations of ☉ | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 530 "

Water remaining on hand fit for use at Noon, 580 "

Coal consumed during the preceding 24 hours, 3 tons 1660 lbs.

Coal remaining on hand at Noon, 137 " 50 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|-----------|------------|----------|---|-------|----|----|----|----------|------------|---|--|--|--|--|--|--|
| 1 | Slack | S.W. by S. | S.W. | 3 | 30.26 | 73 | 72 | 70 | b. c. | cum. | 9 | | | | | | |
| 2 | 0 1 Flood | " | " | 3 | 30.26 | 73 | 75 | 73 | " | cum. clear | 9 | | | | | | |
| 3 | 0 1 " | " | " | 3 | 30.26 | 73 | 76 | 74 | " | " | 9 | | | | | | |
| 4 | Slack | " | " | 3 | 30.25 | 74 | 77 | 75 | " | " | 9 | | | | | | |
| 5 | 0 1 Ebb | S.W. | " | 3 | 30.21 | 74 | 75 | 72 | " | " | 8 | | | | | | |
| 6 | 0 2 " | S.W. by S. | " | 3 | 30.21 | 74 | 75 | 72 | " | " | 7 | | | | | | |
| 7 | 0 2 " | S. S. W. | S. S. W. | 3 | 30.21 | 74 | 74 | 71 | " | " | 7 | | | | | | |
| 8 | 0 9 " | " | " | 3 | 30.21 | 74 | 74 | 71 | " | " | 8 | | | | | | |
| 9 | 0 " | S. by N. | " | 3 | 30.20 | 74 | 70 | 68 | b. o. m. | " | 8 | | | | | | |
| 10 | 0 " | Slack | Slack | 3 | 30.19 | 76 | 70 | 68 | " | " | 9 | | | | | | |
| 11 | 0 " | " | " | 3 | 30.19 | 76 | 70 | 68 | " | " | 9 | | | | | | |
| Mid. | 0 " | S. by E. | " | 3 | 30.18 | 75 | 70 | 68 | o. c. m. | unil. | 0 | | | | | | |

under the command of

Commander F. W. Dickens
Monday July 2.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Very thick and dense fog all of watch. Kept fog bells going at intervals of not longer than 2 minutes. Gentle to moderate breeze from N. E. Lightning and thunder during watch. Distilling with fire banked under boilers A. C. and D. Several schooners passed close aboard coming from about West and heading to the Eastward.

W. A. Caperton.
Lieutenant U. S. N.

From 4 to 8 A. M.

Moderate to gentle breeze from N. E. Thick fog until 4:30, after that clearing. Gradual fire under boiler A. C. and D., at 4:55, and stopped distilling at same time. Belled all hands and got underway at 5:25; at 5:35 started ahead on course N. E., per Standard, patent log reading 34.5. At 6:30 sighted Bienter Reef Lightship bearing N. E. At 6:55 patent log reading 42.7, rounded Light Ship and shaped course N. E. Healed in patent log at 6:32. At 5:35 set for and left sail except flying jib. Jibs in all sail at 6:20. At 7:50 set close hanks 20 minutes. At 7:08 made ships number to the Constellation and when answered, hoisted "In. 121", Constellation answered and made "904". Afterward made "In. 5590". Constellation answered and made "904". At 7:32 stopped engines and ran hawser to buoy. Paused distilling at 8:00 Average steam 55 lbs; revolutions 35. Apprentices at the wheel. Several sailing vessels in sight during watch. Poured in port the Constellation, Portsmouth and Perry. At end of watch engaged in moving to the buoy. Bearing of Anchorage: from Island Light Tower N. 76° E. Dist. 10 1/2 miles. From 10 miles N. 76° E. Dist. 10 1/2 miles. From 10 miles N. 76° E. Dist. 10 1/2 miles.

From 8 A. M. to Merid.

Clear. Gentle to moderate breeze from S. W. Engaged in painting ship outside. At 8:20 made Interrogatory 2121, Constellation answered 904. At 8:30 made Interrogatory 5455, answered 904. At 10 A. M. made Interrogatory 4557, answered 904. At 9 A. M. loosed sail to a barling. At 10 A. M. allowed fire to die out under boiler C. and D. Banked fire under boiler A. Lowered anchor stack. Commanding Officer paid an official visit to the Commandant of the Naval Station and received an official visit from an Army officer on the part of the Commanding Officer of Fort Adams. Got out steam cutter. Temperature of mercury 76°-78° forward, 75°-74° aft. Distilling with banked fire under boiler A. Surgeon R. H. Crane reported on board for duty as the relief of Surgeon Roger Wells Jr. U. S. N.

J. H. Currell.
Lieutenant U. S. N.

From Merid. to 4 P. M.

Clear and pleasant. Gentle breeze from S. W. Received in Equipment Dept. the following stores, 18 coils manilla rope, 1 harpoon, 1 batch tangleline, 4 cases, marked Woodroom chime and 3 cases water coolers, all except the rope and harpoon being returned to Training Station for storage. E. M. Wright (App 3-) reported on board. At 2:55 made general signal Interrogatory 4826 which was answered by Constellation with 904. Banked sail. Distilling with banked fire under boiler A.

Roger Wells, Jr.
Surgeon U. S. N.

From 4 to 8 P. M.

Clear. Gentle breeze from S. W. and S. E. Tide started running about 4:30. Distilling with banked fire under boiler A. Left visiting party to Portsmouth.

J. H. Currell.
Lieutenant U. S. N.

From 8 P. M. to Mid.

Clear to overcast and misty. Gentle breeze from S. E. to South. Visiting party to Portsmouth returned. Hoisted all boats. Distilling with banked fire in boiler A.

Roger Wells, Jr.
Surgeon U. S. N.

Examined and found to be correct.

J. B. McMillen, Variguer,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moored to Buoy, Newport, R.I.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | | Form of Clouds, by symbols. | | Clear Sky, in 10ths. | | State of the Sea. | | |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|-----------------------------------|----------------|-----------------------------|----------|----------------------|---|-------------------|--|--|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | |
| Tidal Current | | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 1 | Cloud | S by E. | South | 2 | | | 30.15 | 75 | 70 | 68 | | o. c. m. | min. | | 0 | | |
| 2 | 0 | 1 | " | S. by E. | S. by E. | 2 | | | 30.12 | 74 | 69 | 68 | | o. f. w. | " | 0 | | | |
| 3 | 0 | 1 | " | S. E. by S. | S. E. by S. | 2-3 | | | 30.09 | 74 | 69 | 68 | | o. f. p. | " | 0 | | | |
| 4 | 0 | 1 | " | S by E. | " | 2-3 | | | 30.06 | 74 | 69 | 68 | | o. c. r. | " | 0 | | | |
| 5 | 0 | 1 | " | " | " | 3-4 | | | 30.05 | 73 | 68 | 67 | | o. f. v. | " | 0 | | | |
| 6 | 0 | 1 | " | " | S. E. | 3 | | | 30.03 | 74 | 69 | 68 | | " | " | 0 | | | |
| 7 | 0 | 0 | " | S. S. W. | South | 3 | | | 30.01 | 72 | 70 | 69 | | o. f. w. | " | 0 | | | |
| 8 | 0 | 0 | " | S. W. | S. S. W. | 3 | | | 30.00 | 72 | 70 | 69 | | " | " | 0 | | | |
| 9 | 0 | 0 | " | " | " | 3 | | | 30.00 | 72 | 70 | 69 | | " | " | 0 | | | |
| 10 | 0 | 0 | " | S. S. W. | S. W. | 3 | | | 30.00 | 71 | 69 | 67 | | " | " | 0 | | | |
| 11 | 0 | 0 | " | " | " | 3 | | | 30.00 | 72 | 71 | 69 | | b. c. f. | cum. | 4 | | | |
| Noon. | 0 | 0 | " | " | " | 4 | | | 30.00 | 72 | 71 | 69 | | " | " | 4 | | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | " | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | " | " | variation used, 0 |

Water expended during the preceding 24 hours,

400 gallons.

Water - *distilled* during the preceding 24 hours,

951 "

Water remaining on hand fit for use at Noon,

1131 "

Coal consumed during the preceding 24 hours,

1 tons 650 lbs.

Coal remaining on hand at Noon,

135 " 1640 "

| P. M. | | | | | | | | | | | | | | | |
|-------|--|--------------------|--------------------|-----|-------|----|----|----|-----------------|-------------|-----------|--|--|--|--|
| 1 | | <i>S. S. W.</i> | <i>S. W.</i> | 4.5 | 29.98 | 74 | 71 | 69 | <i>b. c. m.</i> | <i>cum.</i> | <i>at</i> | | | | |
| 2 | | <i>S. W. by S.</i> | " | 4 | 29.98 | 74 | 72 | 69 | " | " | 5 | | | | |
| 3 | | <i>S. W.</i> | " | 4 | 29.98 | 74 | 74 | 69 | " | " | 7 | | | | |
| 4 | | " | " | 4 | 29.98 | 74 | 70 | 68 | <i>f. w.</i> | " | 0 | | | | |
| 5 | | " | " | 4 | 29.99 | 74 | 69 | 68 | " | " | 0 | | | | |
| 6 | | " | " | 4 | 29.99 | 73 | 69 | 68 | <i>b. c. f.</i> | <i>cum.</i> | 3 | | | | |
| 7 | | <i>S. W. by S.</i> | <i>S. W. by S.</i> | 3 | 30.01 | 70 | 69 | 67 | " | " | 4 | | | | |
| 8 | | <i>S. W. by S.</i> | <i>S. W.</i> | 3 | 30.01 | 74 | 69 | 67 | " | " | 5 | | | | |
| 9 | | " | " | 3 | 30.01 | 75 | 69 | 67 | <i>b. c. m.</i> | <i>cum.</i> | 5 | | | | |
| 10 | | " | " | 2 | 30.01 | 75 | 69 | 67 | " | " | 5 | | | | |
| 11 | | <i>South</i> | <i>South</i> | 0 | 30.01 | 75 | 69 | 67 | " | " | 6 | | | | |
| Mid. | | " | " | 0 | 30.01 | 75 | 69 | 67 | " | " | 9 | | | | |

Commander F. W. Dickens
Tuesday July 3

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A. M.

Overcast and raining. Light to gentle breeze from South to S.E. Barometer falling Distilling with hauled fire in boiler A.

W. T. Goodman
Ensign U. S. N.

From 4 to 8 A. M.

Mist and rain then fog and mist. Gentle to moderate breeze from S.E. by S. to S.W. Received in Dept. of Supplies and Accoutrements fresh provisions as follows 87½ lbs. beef 87½ lbs. vegetables and 70 lbs. bread.

J. H. Purcell,
Lieutenant U. S. N.

From 8 A. M. to Mid.

Overcast cloudy and misty. Gentle to moderate breeze from S.W. to S.W. Barometer steady. At 9.00 called all hands aft on the Deckstead and received the Commandant of the Training Station and his Aide. The Commandant started at once with the following inspection and drills:—Inspection of ship and crew at quarters, ball to general quarters, average time to pivot, 3 minutes, 22 seconds. Exercised at general quarters, around for sea, average time to secure 2 minutes, 9 seconds. Exercised at Gun Quarters, average time of all streams 2 minutes, 3 seconds. Second, average time 2 minutes, 55 seconds. Divisional drill as follows: One division, infantry; one division, horseworks; one division, pistols; one division, bag inspection, one division, bayonet inspection. Drill and spar drills as follows: Main's sail to rig, 5 minutes, 44 seconds; Single reef in topsails, 3 minutes, 52 seconds; Close reef topsails, 5 minutes, 58 seconds; Main's reef up, make all sail, 4 minutes, 33 seconds; Shorten and furl sail, 11 minutes, 27 seconds; Draw topgallant and royal yards, 6 minutes, 5 seconds. Away all boats, and secured under oars. The inspection was completed by 11.40. At 11.55 orders were delivered to Ensign Roger Wells Jr. U. S. N. detaching him from duty on board this ship and ordering him to report to the Commandant, Navy Yard, New York, N. Y. for duty on board the U. S. S. Cincinnati. Distilling with hauled fire under boiler A. Temperature of magazine 76° 76° forward, 75° 76° aft.

Roger Wells Jr.
Ensign U. S. N.

From Mid. to 4 P. M.

Foggy and misty; clearing at times. Moderate to stiff breeze from S.W. by S.W. (B.M. 2 c.) and J. H. Johnson (Jr.) left the ship on error days leave. At 1.30 made signal prep. 5549 and Constellation answered 904. Sub aloft sail lowered and mended feet of sails. At 3.00 clock made signal prep. 5422 and Constellation answered 904. Hauled light sails made them up and stowed three below. Received ash lighter alongside. Coited smoke stack. Allard fire to die out under boiler A, and stopped distilling.

W. T. Goodman
Ensign U. S. N.

From 4 to 8 P. M.

Dense fog first part, partly cloudy and foggy latter part. Moderate falling to light breeze S.W. to N.W. Barometer rising slightly. At 6.10 made Interrogatory 6144, Constellation answered 904. At 6.20 covered topgallant yards. No perceptible current.

From 8 P. M. to Mid.

Generally misty and damp. Starlight. Calm to gentle breeze from N.W. by N.

W. T. Goodman
Ensign U. S. N.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES Ship Essex, Thuid Rate,

Mound to buoy Newport, R. I. and making passage from Newport, R. I. to New York.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Temp. of Air, Sea, & Sky, in Fahren. | State of the Sea. |
|-------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Ship's head | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | 0 | 4 | Blod | S. E. | Calm | 0 | | 30.01 | 75 | 68 | 66 | | b. c. w. | cum. | 9 | |
| 2 | 0 | 2 | " | South | " | 0 | | 30.02 | 75 | 67 | 66 | | " | " | 9 | |
| 3 | 0 | 0 | " | " | " | 0 | | 30.02 | 75 | 67 | 66 | | " | cir. cum. | 8 | |
| 4 | 0 | 0 | " | " | S. W. | 1 | | 30.02 | 75 | 67 | 66 | | " | strat | 5 | |
| 5 | 0 | 1 | " | S. by W. | " | 1 | | 30.03 | 74 | 67 | 66 | | " | cir. cum | 5 | |
| 6 | 0 | 0 | " | South | S. S. W. | 1 | | 30.04 | 74 | 67 | 66 | | b. c. | " | 7 | |
| 7 | 0 | 0 | " | S. by W. | " | 1 | | 30.04 | 74 | 68 | 67 | | " | " | 6 | |
| 8 | 0 | 0 | " | South | S. W. | 1 | | 30.04 | 74 | 69 | 68 | | " | " | 6 | |
| 9 | 0 | 0 | " | " | " | 1 | | 30.01 | 74 | 71 | 70 | | " | " | 6 | |
| 10 | | | Standing out of Harbor | " | " | 3 | | 30.00 | 74 | 72 | 71 | | " | " | 7 | |
| 11 | | | 43.2 | S. W. | " | 2 | | 30.00 | 74 | 71 | 70 | | " | " | 7 | |
| Noon. | 1 | 4 | 44.6 | N. 1/4 S. | " | 1 | | 29.99 | 74 | 70 | 69 | | " | strat | 4 | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Position at Noon: Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. Latitude by | 0 | " |
| Longitude by | 0 | " |
| Position at 8 P. M. Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|---------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | , ship's head | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | , ship's head | 0 | " |

Water expended during the preceding 24 hours, 431 gallons.

Water during the preceding 24 hours, 700 "

Water remaining on hand fit for use at Noon, 6 tons 1920 lbs.

Coal consumed during the preceding 24 hours, 128 " 1970 "

Coal remaining on hand at Noon,

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Temp. of Air, Sea, & Sky, in fahrenheit. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|----------|--------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--|-------------------|
| 1 | 6 | 8 | 51.4 | N. 1/4 S. | N. S. W. | 2 | | 29.99 | 73 | 70 | 69 | | b. c. | cir. cum. | 5 | |
| 2 | 7 | 0 | 58.4 | " | " | 3 | | 29.99 | 73 | 70 | 68 | | " | " | 7 | |
| 3 | 4 | 9 | 65.1 | West | " | 4 | | 29.97 | 72 | 70 | 66 | | " | cir. cum. | 2 | |
| 4 | 6 | 9 | 72.0 | N. by W. | N. S. W. | 4 | | 29.97 | 72 | 70 | 66 | | " | " | 1 | |
| 5 | 8 | 9 | 81.9 | Under cover of | " | 1 | | 29.97 | 72 | 70 | 66 | | " | " | 1 | |
| 6 | 3 | 6 | 82.5 | Commanding Officer | N. S. W. | 3 | | 29.95 | 74 | 72 | 68 | | b. c. p. | cir. cum. | 2 | |
| 7 | 7 | 1 | 93.3 | West. | " | 3 | | 29.94 | 74 | 73 | 69 | | b. c. | cir. cum. | 7 | |
| 8 | 6 | 5 | 100.1 | " | " | 3 | | 29.74 | 74 | 73 | 69 | | " | " | 6 | |
| 9 | 6 | 2 | 6.3 | " | N. S. W. | 2.3 | | 29.99 | 75 | 72 | 69 | | " | cum. | 6 | |
| 10 | 5 | 2 | 11.5 | " | N. S. W. | 3.4 | | 29.97 | 76 | 72 | 67 | | " | " | 5 | |
| 11 | 5 | 5 | 17.0 | " | " | 2 | | 29.99 | 78 | 71 | 67 | | b. c. p. | cir. cum. | 5 | |
| Mid. | 1 | 4 | 21.8 | N. 1/4 S. | " | 2 | | 29.99 | 78 | 71 | 67 | | b. c. | " | 5 | |

under the command of

Commander J. W. Dickens
Wednesday, July 4

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bleak and very damp. Calm first three hours. Light air from
S.W. last hour.

From 4 to 8 A.M.

Clear weather. Light air from between S.W. and S. Steady barometer. At about
6.45 Portsmouth made Intergatory 4890 which was answered Affirmative by Constellation and at 7.00
Portsmouth stood out under tow of Reckless. Received in Pay Ship from Contractor 87 1/2 lbs. fresh beef, 87 1/2
lbs. fresh vegetables, 70 loaves of bread. At 8.00 dressed ship haw low fashion in honor of the anniversary
of the Independence of the United States.

From 8 A.M. to Merid.

Hazy and pleasant, partly cloudy. Breeze to light air from S.W. Barometer
falling slightly. Made preparations for getting underway. At 8.30 rigged in gangways and got steaming
coals on main yard, mast and top. Hoisted in all boats and secured for sea. All ship ropes on barge
and unbacked chain. At 9.45 made signal Sub. 4890 and Constellation answered 904. At 9.50 lb go
bary and stood out of Newport Harbor under cover of Commanding Officer with steam under boilers
A, B, and D. Hoisted down dressing line. At 11.45 passed the whetting barge off Point Judith and at
the same time 1/2 S. patent log reading 43.2. At end of watch Point Judith Light bore N.E. 1/4 E., distant
about 2 1/2 miles, with Block Island in sight on port beam, under steam with fire under boilers A, B, and
D. At 9.55 stopped distilling. Appurtenances at the wheel. Temperature of magazine 76° 74°, forward 75° 74°, aft.
Average steam 55 lbs. Revolution 42. Draught of ship 14 feet 1 inch forward, 16 feet 9 inches aft. *N. D. Holman*
From Merid. to 4 P.M.

Partly cloudy and cooler weather. Light to moderate breeze from N.W. veering to
N.E. last hour. Lower W. 1/2 S. (p.) until 2.15, when it was changed to West (p.) and after that it
was changed from time to time, heading for the Rear. Under steam with fire under boilers A, B, and
D. Many sails in sight. Appurtenances at the wheel. Average steam 55 lbs. Average revolution 44.5
W. R. Caperton

From 4 to 8 P.M.

Partly cloudy and pleasant. Light to gentle breeze from N.W. to N.E. Barometer
falling. Standing up Long Island Sound, under cover of Commanding Officer. At end of watch Cornfield
Light Ship bore N.E. by E. 1/4 E. (mag.) and Point Light S.S.E. 1/4 E. (mag.) On course West with
steam under boilers A, B, and D. Passed many sails during watch. Appurtenances at the wheel. Average
steam 55 lbs. Average revolution 44.

From 8 P.M. to Mid.

Partly clear with passing clouds between 10 and 11 o'clock. Breeze to moderate
breeze from N.W. and N.E. Lower West (p.) until 11.44, when it was changed to West 1/2 North (p.),
patent log reading 20.4 miles. Passed Cranston Island Light at 9.47 on starboard beam bearing S. 1/2 W.
(mag), distant 5.5 miles. At 10.25 saw Bear Light on abeam, N. 1/4 W. (mag) At 9.30 sighted Stratford
Point Light bearing N. 1/2 W. (mag) and at 10.00 sighted Old Field Light bearing N. 1/2 W. (mag). Under steam
also. Appurtenances at the wheel. Average steam 55 lbs. Average revolution 43
N. D. Holman
W. R. Caperton

Examined and found to be correct.

J. B. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Steaming from Newport, R. I. to New York and

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. | | TEMPERATURE. | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|-------------------|----------------|--------------|-----------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Height in inches. | Ther. at 5 ft. | Air. | Wet Bulb. | | | | |
| A. M. | 7 | 6 | | | | | | | | | | | | | |
| 1 | 5 | 6 | 27.4 | <i>N. 7/8 E.</i> | <i>N. 7/8 E.</i> | 1 | | 29.98 | 78 | 71 | 69 | <i>b. c.</i> | <i>cir. cum.</i> | 9 | |
| 2 | 3 | 8 | 32.7 | <i>N. by S.</i> | " | 1 | | 29.98 | 78 | 71 | 69 | " | " | 8 | |
| 3 | 5 | 3 | 38.0 | <i>N. 1/2 S.</i> | " | 2 | | 29.99 | 78 | 71 | 69 | " | <i>cir. cum. cum. strat.</i> | 7 | |
| 4 | 1 | 1 | 42.9 | <i>West.</i> | " | 2 | | 29.99 | 78 | 71 | 69 | " | " | 8 | |
| 5 | 7 | 3 | 50.2 | <i>N. 5/8 S. 1/4 W.</i> | " | 2 | | 30.04 | 74 | 67 | 63 | " | " | 8 | |
| 6 | 0 | 4 | 56.6 | <i>S. 1/2 by N. 1/4 W.</i> | " | 2 | | 30.08 | 71 | 66 | 61 | " | <i>strat.</i> | 9 | |
| 7 | 5 | 6 | 63.0 | <i>Previous course</i> | " | 2 | | 30.08 | 72 | 65 | 63 | " | " | 9 | |
| 8 | 4 | 0 | 67.0 | " | " | 2 | | 30.09 | 71 | 67 | 62 | <i>b. c.</i> | <i>none</i> | 10 | |
| 9 | | | | " | " | 2 | | 30.09 | 71 | 67 | 62 | <i>b. c.</i> | <i>cum.</i> | 9 | |
| 10 | | | | " | " | 2 | | 30.10 | 72 | 69 | 63 | " | " | 9 | |
| 11 | | | | " | " | 2 | | 30.08 | 73 | 73 | 61 | " | " | 9 | |
| Noon. | | | | " | " | 2 | | 30.07 | 74 | 76 | 65 | " | " | 9 | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R.
Longitude by D. R.
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by
Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

| P. M. | | | | | | | | | | | | | | | |
|-------|---------------|-------------|-----|-------|----|----|----|-------|--------|----|--|--|--|--|--|
| 1 | Moved to Dock | N. W. | 1 | 30.07 | 76 | 82 | 71 | b. c. | circum | 7 | | | | | |
| 2 | | | 2 | 30.05 | 76 | 83 | 71 | " | " | 6 | | | | | |
| 3 | | N. N. by N. | 1-4 | 30.04 | 76 | 83 | 71 | " | " | 6 | | | | | |
| 4 | | | 3 | 30.04 | 76 | 82 | 71 | " | " | 7 | | | | | |
| 5 | | | 3 | 30.04 | 76 | 83 | 71 | " | " | 9 | | | | | |
| 6 | | | 3 | 30.04 | 76 | 82 | 71 | " | " | 9 | | | | | |
| 7 | | | 3 | 30.04 | 76 | 82 | 71 | " | " | 9 | | | | | |
| 8 | | N. N. by N. | 3 | 30.04 | 76 | 80 | 65 | " | " | 9 | | | | | |
| 9 | | | 2 | 30.05 | 79 | 74 | 65 | b. | none | 10 | | | | | |
| 10 | | | 2 | 30.05 | 78 | 73 | 65 | " | " | 10 | | | | | |
| 11 | | | 2 | 30.06 | 77 | 72 | 65 | " | " | 10 | | | | | |
| Mid. | | | 2 | 30.06 | 77 | 72 | 65 | " | " | 10 | | | | | |

Commander F. W. Dickens
Thursday, July 5

, U. S. Navy,
1894.

| | | |
|-------------------|------------------|-------------------|
| Wm. H. Baker | J. T. Gerrity | James Mulligan |
| H. W. Becker | J. C. Gerwitz | J. Murray |
| C. Bodin | J. L. Glatchrist | J. McLaughlin |
| Paul Boerschel | H. B. Graham | H. H. M. A. M. A. |
| Wm. Brady | N. J. Hammer | L. A. M. A. M. A. |
| C. W. Brille | D. F. Harvey | J. A. Nash |
| H. P. Bromberg | J. J. Vasquez | R. F. Novell |
| C. E. Bullock | A. Hess | H. A. Olson |
| H. D. Chandler | E. Huberman | J. J. Powell |
| J. E. Comstock | A. S. Johnson | W. R. Ragans |
| J. J. Connelley | T. Hubert | T. Reicher |
| E. W. Crawford | J. Kavanagh | S. D. Rodman |
| C. E. Brown | C. J. Kelly | E. Roeder |
| J. N. Butler | C. J. Kennedy | T. M. Ross |
| G. Dalton | W. Kiefer | W. R. Ross |
| J. Davis | L. Lee | S. L. Russell |
| H. W. De Haven | Geo. Livingston | D. T. Ryan |
| Quincy Dewick | J. Lavalley | C. T. Saker |
| J. F. Drake | F. H. Leach | J. Saker |
| C. F. Dowling | J. Lindholm | J. H. Simpson |
| T. H. Dunn | L. A. Lohmiller | J. M. Smith |
| H. V. Ellenberger | C. J. Longfellow | V. Z. Smith |
| G. Enders | A. March | H. A. Stryker |
| J. Epts | A. A. Marquardt | D. A. Thompson |
| George Fisher | J. M. Martin | A. J. Thompson |
| C. Flammer | B. Metz | J. Van Dyke |
| F. Fletcher | A. Meyer | J. Van Dyke |
| James Finn | H. F. Miller | J. Van Dyke |
| H. F. Folger | A. H. Moore | J. Van Dyke |
| H. Gaudier | T. C. Moore | J. Van Dyke |
| | T. G. Moran | J. Van Dyke |

ascent. Smooth sea.
the following changes
at 3.14 to Shell, patent
at 12.39, distant 2.5
re abeam at 3.20. At
steam 56 lbs. Revolutions

C. Beal
Lieutenant U. S. N.
ing Island Sound under
took charge of the
aptain 50' class; Execution
nd of ship according
uring watch. Abund
hugs Pick Light and
is at wheel. Sent

A. Balsman
Quincy, Vt. F.R.
ing a Hell Gate in
under clean with
1-9-25. Mashed at
chor: packed through
went: then made
"Yes" at 10.30 moved to
about west "Yes". Packed
"A". The Captain said
the Captain all
desires to transcribe

Caperton.
"instructed" to go
to work. New
off new year fires.

Beach
 Lieutenant 16 5 21
 We continued unloading
 11:30 moved on quarters
 & transferred the
 present with their

W. R. Caperton.

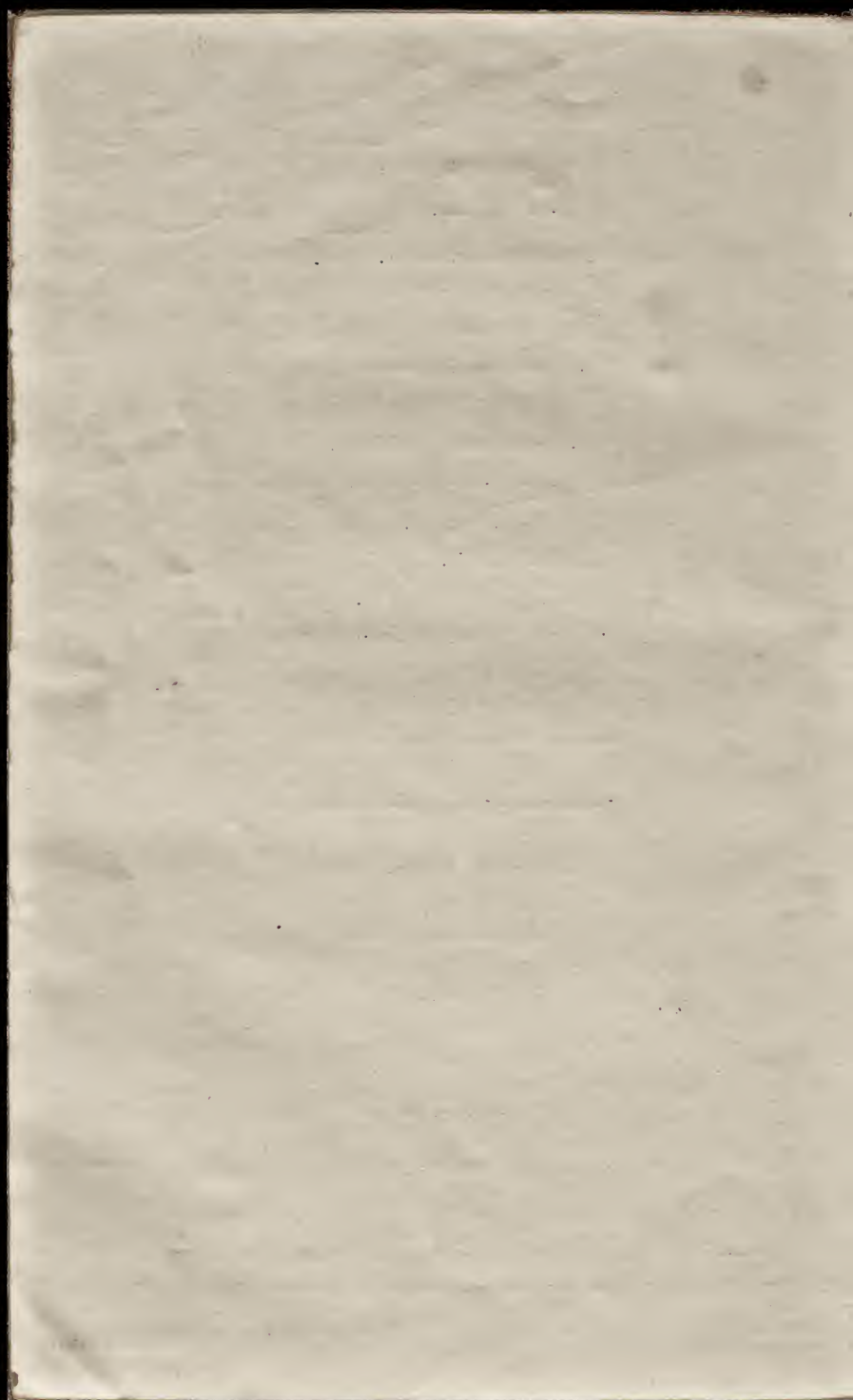
~~Examined and found to be correct.~~
From 1 to Mid:

Light breeze from P.N. - clear and pleasant. More set at 9⁴⁵.
 broken. A. b. & d. and distilling with broken A.

Q. R. Clark, Lincolnton W. Va. ^{Navigators}

Examined and found to be correct

J. B. Møller Navigator
Lieutenant W. J. N.



Midnight to 4 A.M.

Light air to light breeze from N.W. Breeze cool and pleasant. Smooth sea. Under steam alone, standing to the Wd., through Long Island Sound. Made the following changes in course: At 1.20 to N. by N. patent log 27.1; at 2.00 to N. $\frac{1}{2}$ E. patent log 32.7; at 3.14 to S.W. patent log 39.1; at 4.00 to N.W. $\frac{1}{2}$ N. patent log 42.9. Oldfield Point Light was abeam at 12.39, distant 2.5 miles. Eaton Point Light was abeam at 3.14, distant 3 miles. Shaffield Light was abeam at 3.20. At end of watch, heading for Execution Rock, Eaton Point bearing E by E. Average steam 55 lb. Revolution 315. Apperance at the wheel.

Geo. R. Beane
Lieutenant U. S. A.

From 4 to 8 A.M.

Partly cloudy and pleasant. Light breeze from NW. Standing up Long Island Sound under
 command of commanding officer until 6.25 when Pilot J. A. Curran came aboard and took charge of the
 running of the ship. Passed lights as follows: Stamford Light, 4.30; Great Captain 5.0; Clark's, Execution
 Rocks, 6.25; Sands Point 6.35; Stepping Stones 7.15; Throgs Neck 7.45. Regulated speed of ship according
 to the requests of the Pilot to suit the current. Passed many sails and steamers during watch. Abundant
 of water heading over up channel of East River under command of Pilot between Throgs Neck Light and
 Sands Point with steam tugboats A. C. and B. 2 exoner and 2 apparatus at night. Put
 down top gallant yards at 4.30.

H. A. Bolzman
Ensign U. S. N.

From P.M. to Meridian:

Light & warm Wind light from N.W. Grounding up through Hell Gate in
down East River to Navy Yard with the pilot at the Corner. Under steam with
fires under boilers A & B. Passed North Brooklyn Island Light at 9.20. Moored at
quarries at 9.30 A.M. At 7.13 called all hands being ship to anchor. Passed through
Hell Gate at 4.40 / 4.45 exchanged numbers with U.S.F.C. Vermont. Then made
the trip Aug 1861 - "permission to come along side what?" answered by "at 10.30 passed the
Cob's cove" at 11 made the trip Aug 24/1 "permission to haul fire". Dredged out sand & gas. Hauled
fire under boiler A & B, and commenced distilling into boiler C. The Captain had
an official visit to the Commandant of the Navy Yard. By order of the Captain all
the apprentices, 3rd class, on board were held attending 2nd class. Orders to transfer
to Vermont. Average Steam Average Revolutions: 10 1/2 R.P.

W. H. Caperton

Lieutenant - G. F. N.

Draught of ship 13 feet 9 1/2 forward, 16 feet 6 inches aft.

From March 15 to C. M.

Light to moderate breeze from N.W. by N. and N.E. Fair and warm. Locals engaged observing gear condemned by Purser, and moving off new gear three hoisted under boiler. A.S. 10. and digesting milk boiler 11.00

From L^{ts} & C^{ts} M.

bolts and wires. Quite large from N. by R. Landing to N. F. M. continued unwinding old running gear condemned by Survey & reeling off new gear. As 30 vessels on quarter deck with their hammocks, bags and blankets, all the apprentices and transferred the following apprentices 2nd class (see attached list) to the U. S. R. & Descent with their clothing, hammocks, accouters & necessary transfer paper, washed faces, under bodies & bodies and distilled water bottles &c.

W. B. Caperton.

Finland 21

Examined and found to be correct.
J. M. L. W. M.

from 1 to 100.

Fig's large from Pk. clear and pleasant. More set at 9:45. Vers. backed with
brakes. A. to A, and dead thing with brakes A.

Geo. R. Clark, Lieutenant 2d Regt.

J. B. Moeller Navigator
Frederick W. J. P.

Examined and found to be correct

LOG of the UNITED STATES

Ship Essex
Moved to Coal Dock, Navy Yard, New York

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Force of Clear Breeze, in knots. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|------------|------------------------|---------|-------------------|-------------|---------------|---------------|-------------------|-----------------------------------|------------------------------|----------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heav. | Lowest. | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Moved to Dock</i> | <i>S. W.</i> | <i>1</i> | | | <i>30.06</i> | <i>77</i> | <i>72</i> | <i>68</i> | | <i>b.</i> | <i>none</i> | <i>10</i> | |
| 2 | | | | | <i>"</i> | <i>1</i> | | | <i>30.06</i> | <i>76</i> | <i>72</i> | <i>68</i> | | <i>"</i> | <i>"</i> | <i>10</i> | |
| 3 | | | | | <i>Calcut</i> | <i>0</i> | | | <i>30.06</i> | <i>78</i> | <i>72</i> | <i>68</i> | | <i>"</i> | <i>"</i> | <i>10</i> | |
| 4 | | | | | <i>"</i> | <i>0</i> | | | <i>30.04</i> | <i>78</i> | <i>71</i> | <i>68</i> | | <i>b. c.</i> | <i>cir cum</i> | <i>9</i> | |
| 5 | | | | | <i>"</i> | <i>0</i> | | | <i>30.03</i> | <i>78</i> | <i>70</i> | <i>67</i> | | <i>b. c. m.</i> | <i>cir cum</i> | <i>5</i> | |
| 6 | | | | | <i>S. by E.</i> | <i>0-1</i> | | | <i>30.04</i> | <i>74</i> | <i>70</i> | <i>67</i> | | <i>"</i> | <i>cir cum</i> | <i>5</i> | |
| 7 | | | | | <i>"</i> | <i>1</i> | | | <i>30.03</i> | <i>74</i> | <i>69</i> | <i>66</i> | | <i>"</i> | <i>cir cum</i> | <i>2</i> | |
| 8 | | | | | <i>"</i> | <i>1</i> | | | <i>30.03</i> | <i>74</i> | <i>69</i> | <i>66</i> | | <i>"</i> | <i>"</i> | <i>3</i> | |
| 9 | | | | | <i>South</i> | <i>3</i> | | | <i>30.03</i> | <i>75</i> | <i>69</i> | <i>66</i> | | <i>"</i> | <i>"</i> | <i>2</i> | |
| 10 | | | | | <i>"</i> | <i>3</i> | | | <i>30.00</i> | <i>75</i> | <i>69</i> | <i>66</i> | | <i>"</i> | <i>"</i> | <i>1</i> | |
| 11 | | | | | <i>"</i> | <i>3</i> | | | <i>30.00</i> | <i>75</i> | <i>69</i> | <i>66</i> | | <i>s. c. b. t.</i> | <i>wind</i> | <i>0</i> | |
| Noon. | | | | | <i>"</i> | <i>3</i> | | | <i>30.00</i> | <i>75</i> | <i>69</i> | <i>66</i> | | <i>"</i> | <i>"</i> | <i>0</i> | |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R. knots. tenths.
 Longitude by D. R. " "
 Latitude by observations of ☉ " "
 Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 A. M. Latitude by
 Longitude by

Position at 8 P. M. Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " " variation used, " "

Error of the Compass by Azimuth ☉ observed at , ship's head " " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " " variation used, " "

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Heav. | Lowest. | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Force of Clear Breeze, in knots. | State of the Sea. |
|-------|----------|----------|------------------------|-------------------------------------|-----------------|------------|-------|---------|-------------------|-------------|---------------|---------------|-------------------|-----------------------------------|------------------------------|----------------------------------|-------------------|
| 1 | | | | <i>Moved to Dock</i> | <i>S. E.</i> | <i>2-3</i> | | | <i>30.00</i> | <i>75</i> | <i>71</i> | <i>70</i> | | <i>s. c. p. b. t.</i> | <i>wind</i> | <i>0</i> | |
| 2 | | | | <i>"</i> | <i>"</i> | <i>2-5</i> | | | <i>30.00</i> | <i>74</i> | <i>69</i> | <i>68</i> | | <i>s. c. p. b. t.</i> | <i>"</i> | <i>0</i> | |
| 3 | | | | <i>"</i> | <i>"</i> | <i>2</i> | | | <i>29.96</i> | <i>74</i> | <i>69</i> | <i>67</i> | | <i>b. c.</i> | <i>cir cum</i> | <i>2</i> | |
| 4 | | | | <i>"</i> | <i>"</i> | <i>2</i> | | | <i>29.93</i> | <i>74</i> | <i>71</i> | <i>68</i> | | <i>"</i> | <i>"</i> | <i>3</i> | |
| 5 | | | | <i>"</i> | <i>"</i> | <i>2</i> | | | <i>29.92</i> | <i>74</i> | <i>70</i> | <i>68</i> | | <i>"</i> | <i>"</i> | <i>2</i> | |
| 6 | | | | <i>Standing up East River</i> | <i>"</i> | <i>2</i> | | | <i>29.92</i> | <i>74</i> | <i>70</i> | <i>68</i> | | <i>"</i> | <i>"</i> | <i>3</i> | |
| 7 | | | | <i>"</i> | <i>"</i> | <i>2</i> | | | <i>29.92</i> | <i>73</i> | <i>69</i> | <i>67</i> | | <i>s. c.</i> | <i>"</i> | <i>0</i> | |
| 8 | | | | <i>"</i> | <i>"</i> | <i>2</i> | | | <i>29.92</i> | <i>73</i> | <i>69</i> | <i>67</i> | | <i>"</i> | <i>"</i> | <i>0</i> | |
| 9 | <i>3</i> | <i>5</i> | <i>67.0</i> | <i>42 1/2 S. 54 E.</i> | <i>S. E.</i> | <i>2</i> | | | <i>29.90</i> | <i>75</i> | <i>69</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>0</i> | |
| 10 | <i>7</i> | <i>5</i> | <i>81.0</i> | <i>S. by E.</i> | <i>"</i> | <i>2</i> | | | <i>29.90</i> | <i>76</i> | <i>67</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>0</i> | |
| 11 | <i>6</i> | <i>6</i> | <i>87.6</i> | <i>E 1/2 N.</i> | <i>S. N. E.</i> | <i>2</i> | | | <i>29.89</i> | <i>76</i> | <i>67</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>0</i> | |
| Mid. | <i>7</i> | <i>2</i> | <i>94.8</i> | <i>"</i> | <i>"</i> | <i>2</i> | | | <i>29.89</i> | <i>76</i> | <i>67</i> | <i>65</i> | | <i>"</i> | <i>"</i> | <i>0</i> | |

under the command of

Comdr J. B. Dickinson,
Friday, July 6th.

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. There is star light - light air from F.W. and
calms. Fires banked under boilers A, B, & D, and distilling with boiler A.

J. Purcell

Lieutenant U. S. N.

From 4 to 8 A.M.

Fair to cloudy. Calms and light air from F.E. & F. Fires banked
under boilers A, B, & D and distilling with boiler A.

W. R. Caperton

Lieutenant U. S. N.

From 8 A.M. to Meridi.

Gentle breeze from South, Overcast with rain, thunder and lightning last two hours.
By order of the Commandant of the New York Navy Yard, honorably discharged from the U. S. Naval Service,
J. P. Dyck, Quartermaster with U. S. Certificate No. 9769, his term of enlistment being within six months of its
expiration. Received in the Day Dept. from the General Storekeeper of the Yard, 1011 lbs. sugar, 200 lbs. of
coffee, and 66 gallons of brandy turned into stores at Navy Yard by authority of Commandant of Yard and
set of Chaudron's cask. Turned into store gear (running rigging) condemned by Board of Survey. Received from
the U. S. R. F. Vermont with bags, hammocks, and necessary transfer papers, A. H. Jochum, Steward, with U. S.
Certificate No. 9578, J. J. Loney, Landman, and B. E. Wilson, Ensign, transferred to the U. S. Naval Hospital,
Brooklyn, N. Y. J. J. Small, App. 3.0., and C. T. Lection, Quartermaster 2nd class, for treatment. Fires banked under boilers
A, B, and D, and distilling with boiler A. Received in Navigation Dept. from General Storekeeper of the Yard,
one Aqueduct brick No. 39; one Reunited Brewster, No. 1032, Ten Thermometers, 5000 lbs. also one Back Character, and
one from Washington Naval Observatory. Temperature of magazine, 75° 73°; fore, 74° 75°; aft.

Geo. R. Beach

Lieutenant U. S. N.

From Meridi. to 4 P.M.

Cloudy. Overcast first part. Thunder showers. Light to gentle breeze from S.E. increasing
to stiff breeze during afternoon. Received from U. S. R. F. Vermont with bags and hammocks and necessary
transfer papers, William Dory (C.P.) and Hanson Kings (Mess Attendant). Received in Equipment Dept. 2 No. 10
3" both tops, 156 lbs. 2 1/2" both tops, 46 yards #4, cotton canvas, 41 yards #5 cotton canvas, 2 1/2 hand lantern
globes and L. D. I. Banked fire under boilers A, B, and D, and distilling with boiler A. B. Boly Coal (Paw)
was transferred to the Naval Hospital at Brooklyn, N. Y. for treatment and his effects were transferred to the U. S. R. F. Vermont.
From 4 to 8 P.M.

J. Purcell

Lieutenant U. S. N.

Light breeze from S.E. Overcast. At 4:32 called all hands muster ship. Boat off from
dock at 4:45 and at 5:02 started up East River under no sail, pilot B. D. Amherst coming. Passed through
Hell Gate at 6:06. Passed Stepping Stone Light at 7:30. At 7:56 under off Execution Rock Light, stopped engines
and discharged pilot. At 8:38 made general signal to Vermont. Sub. 6183. Vermont answered and made affirmative.
Spent fire at 4:45 under boilers A, B, and D. Stopped distilling at 5:00. Flooded down frequently during
watch to show passing vessels. Arrived steam 55 lbs. Revolution 41. Draught of ship forward 13 feet 7 1/2; aft
16 feet, 6 inches.

Geo. R. Beach

Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overcast and cloudy. Light breeze from E. S.E. to E. N.E. Steaming through Long Island
Sound during by the lights. At 8:00 put on patrol log 67.0 knots. At 10:20 Peter Neck bar abeam.
Ahead of which Stratford Shoal Light bar on the port bow and the ship was on a range between Old
Field Point and Pinfield Reef light. Arrived under boilers A, B, and D. Steam pressure 55 lbs. Revolution 41.

J. Purcell

Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton

Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex,
Sailing from New York to Newport, R.I. and

Third Rate,

| Hour. | Kinds. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Direction and Force of Surface Current. | Direction and Force of Under Current. | State of the Sea. |
|-------|-----------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|-------------------------|-------------------|-------------|---------------|---------------|-------------------|----------|-----------------------------------|------------------------------|---|---------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 3 8 | | | E 1/2 N. | E. S. E. | 2 | | | 29.85 | 76 | 67 | 65 | | o. c. | smil | 0 | | | |
| 2 | 3 3 | 1.9 | | E 3/4 N. | N. E. by E. | 3 | | | 29.87 | 76 | 67 | 65 | | " | " | 0 | | | |
| 3 | 6 8 | 8.7 | | " | " | 3 | | | 29.87 | 76 | 67 | 64 | | b. c. | cum. | 9 | | | |
| 4 | 7 2 | 15.9 | | " | E. S. E. | 3 | | | 29.87 | 76 | 67 | 64 | | " | " | 9 | | | |
| 5 | 7 0 | 22.9 | | " | " | 1 | | | 29.88 | 75 | 67 | 64 | | " | cum. etab. | 8 | | | |
| 6 | 7 2 | 30.1 | | " | " | 1 | | | 29.88 | 70 | 67 | 64 | | b. c. m. | stab. | 9 | | | |
| 7 | 7 3 | 35.9 | | E 3/4 S. | E. S. E. | 1 | | | 29.87 | 70 | 67 | 64 | | " | cum. | 8 | | | |
| 8 | 7 4 | 42.9 | | E 1/2 S. | " | 1 | | | 29.88 | 70 | 67 | 65 | | " | cum. etab. | 7 | | | |
| 9 | 7 5 | 49.9 | | " | " | 1 | | | 29.92 | 72 | 71 | 68 | | " | " | 9 | | | |
| 10 | 7 7 | 57.9 | | " | " | 1 | | | 29.92 | 72 | 71 | 71 | | " | " | 9 | | | |
| 11 | 7 1 | 67.0 | | Various courses | " | 1 | | | 29.92 | 72 | 71 | 71 | | " | " | 9 | | | |
| 11 | Headed in | | | Headed in | " | 3 | | | 29.92 | 72 | 71 | 71 | | A. S. | air cum. | 7 | | | |
| Noon. | Headed in | | | Headed in | " | 3 | | | 29.92 | 72 | 71 | 71 | | " | cum. | 7 | | | |

Course and distance made good since preceding noon by observations,

| | | | |
|---------------------|--|--------|---------|
| Position at Noon: | Latitude by D. R. | knots. | tenths. |
| | Longitude by D. R. | 0 | " |
| | Latitude by observations of ☉ | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

knots. tenths.

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

171 gallons.

200 "

812 "

8 tons 280 lbs.

117 " 490 "

| P. M. | | | | | | | | | | | | | | | | | | | | |
|-------|--|-------|----|----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 1 | | 29.91 | 73 | 71 | 69 | | | | | | | | | | | | | | | |
| 2 | | 29.91 | 73 | 71 | 69 | | | | | | | | | | | | | | | |
| 3 | | 29.91 | 73 | 71 | 69 | | | | | | | | | | | | | | | |
| 4 | | 29.91 | 73 | 71 | 69 | | | | | | | | | | | | | | | |
| 5 | | 29.91 | 74 | 74 | 67 | | | | | | | | | | | | | | | |
| 6 | | 29.91 | 74 | 75 | 66 | | | | | | | | | | | | | | | |
| 7 | | 29.91 | 73 | 73 | 66 | | | | | | | | | | | | | | | |
| 8 | | 29.91 | 72 | 71 | 65 | | | | | | | | | | | | | | | |
| 9 | | 29.93 | 70 | 68 | 67 | | | | | | | | | | | | | | | |
| 10 | | 29.93 | 68 | 68 | 67 | | | | | | | | | | | | | | | |
| 11 | | 29.92 | 68 | 69 | 67 | | | | | | | | | | | | | | | |
| Mid. | | 29.92 | 68 | 69 | 67 | | | | | | | | | | | | | | | |

under the command of

Commander F. W. Dickins
Saturday, July 7

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear, bright starlight. Barometer about steady. Light to gentle breezes from between E. S.E. and N.E. by E. At 12.37 changed course to E. $\frac{3}{4}$ N., patent log reading 99.1. Passed lights abeam as follows: viz. - Old Field Point 12.35, F.W. Ledge 2.15, Oakhurst Island 3.43. Average 46 revolutions 43.1. Steam 55 lbs.

George R. Eames,

Ensign U. S. N.

From 4 to 8 A.M.

Light air from E. S.E. and East. Fair and pleasant. Hazy around horizon. Made the following changes in course: - At 5.50, to E. $\frac{3}{4}$ S.; 6.05 E. $\frac{1}{2}$ S.; 6.35 to E. by N. patent log reading 41.3. At 6.24 Little Bull Island light being no point abaft the beam changed course to S.E., passing through the race, until 6.35 when shaped course for whistling buoy off Point Judith. Lights were abeam as follows: Fort Point, 4.40; Cowfield Lightship 5.12, distant, 1.3 miles; Plum Island, 5.50; Little Bull Island, 6.21; East End of Prudence Island, 7.18; Watch Hill 7.36; Many echoes in sight during watch. Average steam 55 lbs. Revolutions 44.

Geo. R. Beach

Lieutenant U. S. N.

From 8 A.M. to Noon:

Clear. Light air to gentle breeze from East - shifting to S.W. At 9.41 went to quarters and, under duress, afterwards called "all hands to muster" to announce the loss of a pocket book containing fifty dollars the property of the Chief W. M. Freeman, with fire under boiler A. At 10.00 changed course to E. by N. and (S.W. of) Point Judith was abeam and at 9.01 the N.E. end (top) was abeam. At 9.14 changed course to E. $\frac{3}{4}$ S. At 9.16 the whistling buoy off Pt. Judith was abeam and closer. Aboard changed course to E. $\frac{3}{4}$ N. At 10.02 called "all hands" mustered. At 11.07 sampling abeam. Hauled in Port Log 700 ft. Exchanged numbers with U.S.F.C. Constellation. Made firing 2607 and 4018 - answered 904. Followed fire to die boat under boiler No. 2. Distilling with backed fire under boiler A. Made fast to buoy at 11.30. Comd'g Officer paid an official visit to the Comd' of the Naval Station. By order of Comd'g Officer - J. H. Freeman was rated from date Freeman 2nd Lieut and J. J. Conroy, 1st Lieut assigned as Jack of the Duck.

J. H. Purcell

Lieutenant U. S. N.

From Noon to 4 P.M.

Fine weather. Light to gentle breezes from S.W. Barometer falling slightly. No tide perceptible. Let out slack cables. As 1.00 made water 6.11 and hauled sail. At 2.00 made water 6.44 and furled sail. At 2.46 made water 4.26 and crossed top gallant yards. All signals being answered as the affirmative first liberty party on shore. Fido barked under boiler "A".

George R. Eames, Ensign U. S. N.

From 4 to 8 P.M.

Clear. Gentle to moderate breeze from S.W. Distilling with fire backed under boiler "A". First liberty party ashore.

J. H. Purcell

Lieutenant U. S. N.

From 8 P.M. to Midnight:

Clear and bright starlight. Gentle to moderate breeze from N. W. Barometer about steady. Fire backed under boiler "A". Distilling

Examined and found to be correct.

George R. Eames, Ensign U. S. N.

Lieutenant U. S. N.

LOG of the UNITED STATES

For up Essex
Moved to Buoy at Newport, R. I.

Third Rate,

| Hour. | Kinds. | Tide. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heal. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force & Direction of Surface Wind. | Force & Direction of Under Wind. |
|-------|--------|-------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|------------------------------------|----------------------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | <i>Phoebe Lead</i> | | | | | | | | | | | | | | |
| 1 | | | | N. W. by N. | N. W. | | 4 | | | 29.976 | 64 | 63 | 56 | b. c. | am. obs. | | 9 | |
| 2 | | | | " | " | | 4 | | | 29.975 | 64 | 63 | 56 | " | " | | 9 | |
| 3 | | | | N. by E. | " | | 4 | | | 29.975 | 63 | 62 | 56 | " | " | | 9 | |
| 4 | | | | N. W. by N. | " | | 4 | | | 29.984 | 62 | 61 | 56 | " | " | | 9 | |
| 5 | | | | N. W. by N. | " | | 4 | | | 30.000 | 62 | 59 | 58 | " | am. obs. | | 9 | |
| 6 | | | | N. W. by N. | " | | 4 | | | 30.018 | 61 | 59 | 58 | " | " | | 9 | |
| 7 | | | | N. W. by N. | " | | 4 | | | 30.040 | 61 | 60 | 58 | " | " | | 9 | |
| 8 | | | | N. W. | " | | 4-2 | | | 30.060 | 61 | 62 | 57 | " | " | | 9 | |
| 9 | | | | N. W. by N. | " | | 1-2 | | | 30.080 | 61 | 62 | 60 | " | " | | 9 | |
| 10 | | | | N. by N. | " | | 1-2 | | | 30.084 | 67 | 66 | 60 | " | " | | 9 | |
| 11 | | | | N. W. by N. | N. W. | | 2 | | | 30.080 | 69 | 68 | 61 | " | " | | 9 | |
| Noon. | | | | N. by E. | N. by E. | | 2 | | | 30.08 | 69 | 68 | 61 | " | am. obs. | | 1 | |

Course and distance made good since preceding noon by observations,

Position at Noon: { Latitude by D. R. knots. tenths.
 { Longitude by D. R. " "
 { Latitude by observations of ☉ " "
 { Longitude by chronometer from Forenoon Observations of ☉ " "

Position at 8 A. M. { Latitude by
 { Longitude by

Position at 8 P. M. { Latitude by
 { Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

300 gallons.

803 "

1315 "

tons 2080 lbs.

116 " 650 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|-----------------|-----------------|-----|--|--|--|-------|----|----|----|--|--------------|-----------------|---|--|
| 1 | | | | <i>N. by E.</i> | <i>N. by E.</i> | 5 | | | | 30.06 | 69 | 67 | 61 | | <i>b. c.</i> | <i>am. obs.</i> | 1 | |
| 2 | | | | <i>"</i> | <i>"</i> | 5 | | | | 30.06 | 69 | 68 | 61 | | <i>"</i> | <i>"</i> | 2 | |
| 3 | | | | <i>N. W.</i> | <i>N. W.</i> | 5-4 | | | | 30.07 | 68 | 67 | 62 | | <i>"</i> | <i>"</i> | 1 | |
| 4 | | | | <i>N. by E.</i> | <i>N. by E.</i> | 5-4 | | | | 30.08 | 68 | 67 | 62 | | <i>"</i> | <i>"</i> | 1 | |
| 5 | | | | <i>N. by E.</i> | <i>N. by E.</i> | 5 | | | | 30.09 | 68 | 67 | 62 | | <i>"</i> | <i>"</i> | 2 | |
| 6 | | | | <i>N. by E.</i> | <i>N. by E.</i> | 5 | | | | 30.11 | 68 | 67 | 62 | | <i>"</i> | <i>am. obs.</i> | 2 | |
| 7 | | | | <i>N. by E.</i> | <i>N. by E.</i> | 5 | | | | 30.12 | 68 | 67 | 62 | | <i>"</i> | <i>"</i> | 2 | |
| 8 | | | | <i>"</i> | <i>"</i> | 5 | | | | 30.17 | 67 | 66 | 61 | | <i>"</i> | <i>"</i> | 2 | |
| 9 | | | | <i>"</i> | <i>"</i> | 2 | | | | 30.17 | 68 | 66 | 60 | | <i>"</i> | <i>"</i> | 2 | |
| 10 | | | | <i>"</i> | <i>"</i> | 2-3 | | | | 30.18 | 68 | 67 | 60 | | <i>"</i> | <i>"</i> | 2 | |
| 11 | | | | <i>N. W.</i> | <i>N. W.</i> | 3 | | | | 30.19 | 68 | 67 | 60 | | <i>"</i> | <i>"</i> | 2 | |
| Mid. | | | | <i>N. W.</i> | <i>N. W.</i> | 3 | | | | 30.19 | 68 | 67 | 60 | | <i>"</i> | <i>"</i> | 1 | |

under the command of

Commander F. W. Dickerson
Friday, July 1st

, U. S. Navy,
18 94.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M.

Clear & cool; starlight; moderate breeze from N.W.; barometer steady. Distilling with banked fire under boiler "A".

N. D. Goldman
Surgeon U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Moderate breeze from N.W. Distilling with banked fire under boiler "A". Rec'd in Bay 2 lbs. bread, 37 1/2 lbs. beef and 57 1/2 lbs. vegetables, all fresh.

J. Purcell

President and U.S.N.

From 8 A.M. to Meridian:

Fine weather first part; clouding up latter part. Light air to gentle breeze from N.W. backing to W.S.W. at end of watch. Barometer rising. Put liberty party on shore constituting distilling with boiler "A".

From Merid. to 4 P.M.

George R. Brown, Jr. Surgeon U.S.N.

Cloudy and cool. Gentle to moderate breeze from W.S.W. to N.W. Lieut. J. L. Purcell left ship on 2 days leave from July 9th. Distilling with banked fire under boiler "A". Ensign Martin (Seaboard) enlisted on board for 4 years.

N. D. Goldman
Surgeon U.S.N.

From 4 to 8 P.M.

Cloudy. Gentle to westerly breeze. Rising barometer. Distilling with banked fire under boiler "A".

George R. Brown, Jr. Surgeon U.S.N.

From 8 P.M. to Midnight:

Cloudy and cool, light to gentle breeze from West. Barometer rising. Distilling with banked fire under boiler "A".

N. D. Goldman
Surgeon U.S.N.

J. B. McIlwain
President and Surgeon U.S.N.

LOG of the UNITED STATES

Rate,

Ship Easy Third
Moor'd. to buoy at Newport, R. I.

| Hour. | Knots | Tenhs | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in fths. | State of the Sea. |
|-------|-------|-------|------------------------|--------------------------------------|--------------------------------|------------|-------|-------------------------|-------------------|-----------------|--------------|----------------|-----------------------------------|-----------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heav. | Lowest. | Height in inches. | Ther. at 10 ft. | At Day Heat. | At Night Heat. | Water at Surface. | | | |
| A. M. | | | | <i>Ship's head</i> | | | | | | | | | | | | |
| 1 | | | | <i>N. N. W.</i> | <i>N. N. W.</i> | <i>1</i> | | | <i>30.18</i> | <i>64</i> | <i>64</i> | <i>60</i> | <i>h. c.</i> | <i>air cum.</i> | <i>5</i> | |
| 2 | | | | | <i>N. W. by N.</i> | <i>1/2</i> | | | <i>30.16</i> | <i>63</i> | <i>63</i> | <i>60</i> | | <i>cum.</i> | <i>7</i> | |
| 3 | | | | <i>S. S. W.</i> | | <i>1</i> | | | <i>30.17</i> | <i>63</i> | <i>63</i> | <i>60</i> | | | <i>7</i> | |
| 4 | | | | | <i>N. N. W.</i> | <i>1</i> | | | <i>30.18</i> | <i>63</i> | <i>63</i> | <i>60</i> | | <i>air cum.</i> | <i>8</i> | |
| 5 | | | | <i>Point</i> | | <i>1</i> | | | <i>30.20</i> | <i>62</i> | <i>62</i> | <i>59</i> | | | <i>9</i> | |
| 6 | | | | <i>S. by N.</i> | | <i>1</i> | | | <i>30.21</i> | <i>63</i> | <i>63</i> | <i>60</i> | | | <i>9</i> | |
| 7 | | | | | | <i>1</i> | | | <i>30.22</i> | <i>63</i> | <i>63</i> | <i>60</i> | | | <i>9</i> | |
| 8 | | | | | <i>N. by E.</i> | <i>1</i> | | | <i>30.22</i> | <i>64</i> | <i>64</i> | <i>61</i> | | <i>air cum.</i> | <i>9</i> | |
| 9 | | | | | | <i>1</i> | | | <i>30.24</i> | <i>64</i> | <i>64</i> | <i>61</i> | | | <i>9</i> | |
| 10 | | | | | <i>S. S. W.</i> | <i>1</i> | | | <i>30.25</i> | <i>67</i> | <i>67</i> | <i>62</i> | | | <i>9</i> | |
| 11 | | | | <i>S. by N.</i> | | <i>3</i> | | | <i>30.25</i> | <i>67</i> | <i>67</i> | <i>62</i> | | <i>air cum.</i> | <i>9</i> | |
| Noon. | | | | <i>S. by N.</i> | | <i>5</i> | | | <i>30.25</i> | <i>67</i> | <i>67</i> | <i>62</i> | | | <i>9</i> | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | |
|---------------------|--|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " |
| | Longitude by D. R. | 0 | " |
| | Latitude by observations of ☉ | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

200 gallons.

780 "

1900 "

1 tons 1360 lbs.

114 " 1530 "

| | | | | | | | | | | | | | | | | |
|-------|--|--|--|--------------------|--------------|------------|--|--|--------------|-----------|-----------|-----------|--------------|-----------------|-----------|--|
| P. M. | | | | | | | | | | | | | | | | |
| 1 | | | | <i>N.</i> | <i>S. N.</i> | <i>4</i> | | | <i>30.23</i> | <i>71</i> | <i>71</i> | <i>61</i> | <i>h. c.</i> | <i>air cum.</i> | <i>9</i> | |
| 2 | | | | <i>S. by N.</i> | | <i>4</i> | | | <i>30.23</i> | <i>70</i> | <i>70</i> | <i>62</i> | | | <i>9</i> | |
| 3 | | | | <i>S. S. W.</i> | | <i>4</i> | | | <i>30.23</i> | <i>71</i> | <i>71</i> | <i>61</i> | | | <i>9</i> | |
| 4 | | | | <i>S. N. by N.</i> | | <i>4</i> | | | <i>30.23</i> | <i>70</i> | <i>70</i> | <i>66</i> | | | <i>9</i> | |
| 5 | | | | <i>S. S. W.</i> | | <i>4</i> | | | <i>30.22</i> | <i>69</i> | <i>71</i> | <i>64</i> | | <i>cum.</i> | <i>9</i> | |
| 6 | | | | <i>S. N. by S.</i> | | <i>4</i> | | | <i>30.21</i> | <i>68</i> | <i>69</i> | <i>64</i> | | | <i>9</i> | |
| 7 | | | | <i>S. N. by S.</i> | | <i>4</i> | | | <i>30.17</i> | <i>68</i> | <i>69</i> | <i>64</i> | | | <i>9</i> | |
| 8 | | | | <i>S. N. by S.</i> | | <i>4</i> | | | <i>30.17</i> | <i>68</i> | <i>69</i> | <i>64</i> | | | <i>9</i> | |
| 9 | | | | <i>S. N. by S.</i> | | <i>2</i> | | | <i>30.22</i> | <i>67</i> | <i>69</i> | <i>64</i> | | <i>air cum.</i> | <i>9</i> | |
| 10 | | | | <i>S. N. by S.</i> | | <i>2</i> | | | <i>30.21</i> | <i>67</i> | <i>68</i> | <i>64</i> | <i>h. c.</i> | <i>sea</i> | <i>10</i> | |
| 11 | | | | <i>S. N. by S.</i> | | <i>2</i> | | | <i>30.25</i> | <i>68</i> | <i>60</i> | <i>64</i> | | | <i>10</i> | |
| Mid. | | | | <i>S. N. by S.</i> | | <i>4-1</i> | | | <i>30.24</i> | <i>68</i> | <i>60</i> | <i>64</i> | | | <i>10</i> | |

under the command of

Commander F. W. Dickens
Monday, July 9th

, U. S. Navy,
1894

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A. M.

Light breeze, to light breeze from N. N. W. and N. W. by N. Fair and cool. Distilling with fine breeze under boiler "A".

J. B. McIlhenny
Lieutenant U. S. N.

From 4 to 8 A. M.

Fair weather. Light breeze from N. N. W. to N. by N. Rising barometer. Received on Cay Department from the contractors 29 lbs fresh beef, 37 1/4 lbs fresh vegetables, distilling with backed fine under boiler "A".

George L. Evans, Ensign U. S. N.

From 8 A. M. to 10.00 A. M.

Partly cloudy and pleasant, calm to light breeze from N. by N. Barometer rising. At 10.00 o'clock Commander Davis on duty U. S. N. reported and relieved Commander F. W. Dickens U. S. N. of the command of this ship all hands being left to muster. All were paid by order of Commander F. W. Dickens, must. Disrated. The ship and cargo were inspected by the commanding officer and his relief satisfying with backed fine under boiler "A".

W. A. Coleman
Ensign U. S. N.

Examined and found to be correct

J. B. McIlhenny
Lieutenant U. S. N.

Approved

Commander U. S. N., commanding.

From 10.00 A. M. to Midnight:

Guard crew at fire quarters at 11 A. M. Calm and pleasant cooler. Light breeze from S. by E. Barometer steady. Allowed fire to die out under boiler "A" & stopped distilling.

N. P. Coleman
Ensign U. S. N.

From Midnight to 4 P. M.

Calm and pleasant. Moderate breeze from S. by E. off and on by order of Commander F. W. Dickens U. S. N. The previous duty was ended by order of W. A. Coleman.

From 4 to 8 P. M. Calm and pleasant. Light breeze from S. by E. Barometer falling.

N. P. Coleman
Ensign U. S. N.

From 8 P. M. to Midnight:

Calm, cool and pleasant; light steady & mostly light. Moon set at 11.10. Light breeze and breeze from S. by E.

W. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Endeavour
Mound to Point at Newport, V.C. &

Ship Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction & Force of Surface Current. | Direction & Force of Under Current. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|---------|-------------------------|------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|---------------------------------------|-------------------------------------|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. air. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | <i>Ship's head</i> | | | | | | | | | | | | |
| 1 | | | | <i>N. N. W.</i> | <i>West</i> | 0-1 | | 30.16 | 65 | 65 | 68 | | <i>b</i> | <i>none</i> | 10 | |
| 2 | | | | <i>N. by E.</i> | " | 0-1 | | 30.24 | 66 | 65 | 65 | | " | " | 10 | |
| 3 | | | | <i>N. N. E.</i> | <i>Calcut</i> | 0 | | 30.12 | 68 | 64 | 62 | | " | " | 10 | |
| 4 | | | | <i>North</i> | " | 0 | | 30.14 | 64 | 64 | 62 | | " | " | 10 | |
| 5 | | | | <i>N. by E.</i> | " | 0 | | 30.15 | 65 | 64 | 62 | | " | " | 10 | |
| 6 | | | | <i>N. by E.</i> | " | 0 | | 30.15 | 66 | 65 | 63 | | " | " | 10 | |
| 7 | | | | <i>North</i> | " | 0 | | 30.17 | 67 | 65 | 63 | | " | " | 10 | |
| 8 | | | | <i>N. N. E.</i> | " | 0 | | 30.18 | 67 | 68 | 64 | | " | " | 10 | |
| 9 | | | | <i>Ship's head</i> | <i>N. N. E.</i> | 0-1 | | 30.20 | 71 | 69 | 66 | | <i>b. c.</i> | <i>air cum.</i> | 9 | |
| 10 | | | | <i>N. by E.</i> | <i>Ship's head</i> | 0-1 | | 30.22 | 72 | 70 | 66 | | " | " | 9 | |
| 11 | | | | <i>Ship's head</i> | <i>Ship's head</i> | 0-1 | | 30.22 | 73 | 72 | 66 | | " | " | 9 | |
| Noon. | | | | <i>Ship's head</i> | " | 1 | | 30.21 | 72 | 71 | 66 | | " | " | 9 | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | 1 | " |
| | Longitude by D. R. | 0 | 1 | " |
| | Latitude by observations of ☉ | 0 | 1 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | 1 | " |
| Position at 8 A. M. | Latitude by | 0 | 1 | " |
| | Longitude by | 0 | 1 | " |
| Position at 8 P. M. | Latitude by | 0 | 1 | " |
| | Longitude by | 0 | 1 | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | 1 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | 1 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | 1 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | 1 | " |

Water expended during the preceding 24 hours,

250 gallons.

Water during the preceding 24 hours,

1650 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

tons 400 lbs.

Coal remaining on hand at Noon,

114 " 1130 "

| | | | | | | | | | | | | | | | | | |
|-------|--|--|--|--------------------|--------------------|---|--|-------|----|----|----|--|--------------|-----------------|---|--|--|
| P. M. | | | | | | | | | | | | | | | | | |
| 1 | | | | <i>Ship's head</i> | <i>Ship's head</i> | 2 | | 30.18 | 72 | 71 | 66 | | <i>b. c.</i> | <i>air cum.</i> | 9 | | |
| 2 | | | | <i>Ship's head</i> | " | 3 | | 30.17 | 72 | 71 | 66 | | " | " | 9 | | |
| 3 | | | | <i>Ship's head</i> | " | 3 | | 30.17 | 72 | 71 | 66 | | " | " | 9 | | |
| 4 | | | | <i>Ship's head</i> | " | 3 | | 30.17 | 72 | 71 | 66 | | " | " | 9 | | |
| 5 | | | | <i>Ship's head</i> | " | 3 | | 30.17 | 71 | 70 | 65 | | " | " | 9 | | |
| 6 | | | | <i>Ship's head</i> | " | 2 | | 30.16 | 70 | 69 | 64 | | " | " | 8 | | |
| 7 | | | | <i>Ship's head</i> | " | 2 | | 30.15 | 69 | 68 | 63 | | " | " | 7 | | |
| 8 | | | | <i>Ship's head</i> | " | 1 | | 30.14 | 68 | 67 | 62 | | " | " | 7 | | |
| 9 | | | | <i>Ship's head</i> | " | 1 | | 30.15 | 69 | 68 | 62 | | " | " | 7 | | |
| 10 | | | | <i>Ship's head</i> | " | 1 | | 30.16 | 68 | 68 | 62 | | " | " | 7 | | |
| 11 | | | | <i>Ship's head</i> | " | 1 | | 30.16 | 69 | 67 | 62 | | " | " | 9 | | |
| Mid. | | | | <i>Ship's head</i> | " | 1 | | 30.16 | 69 | 67 | 66 | | " | " | 9 | | |

under the command of

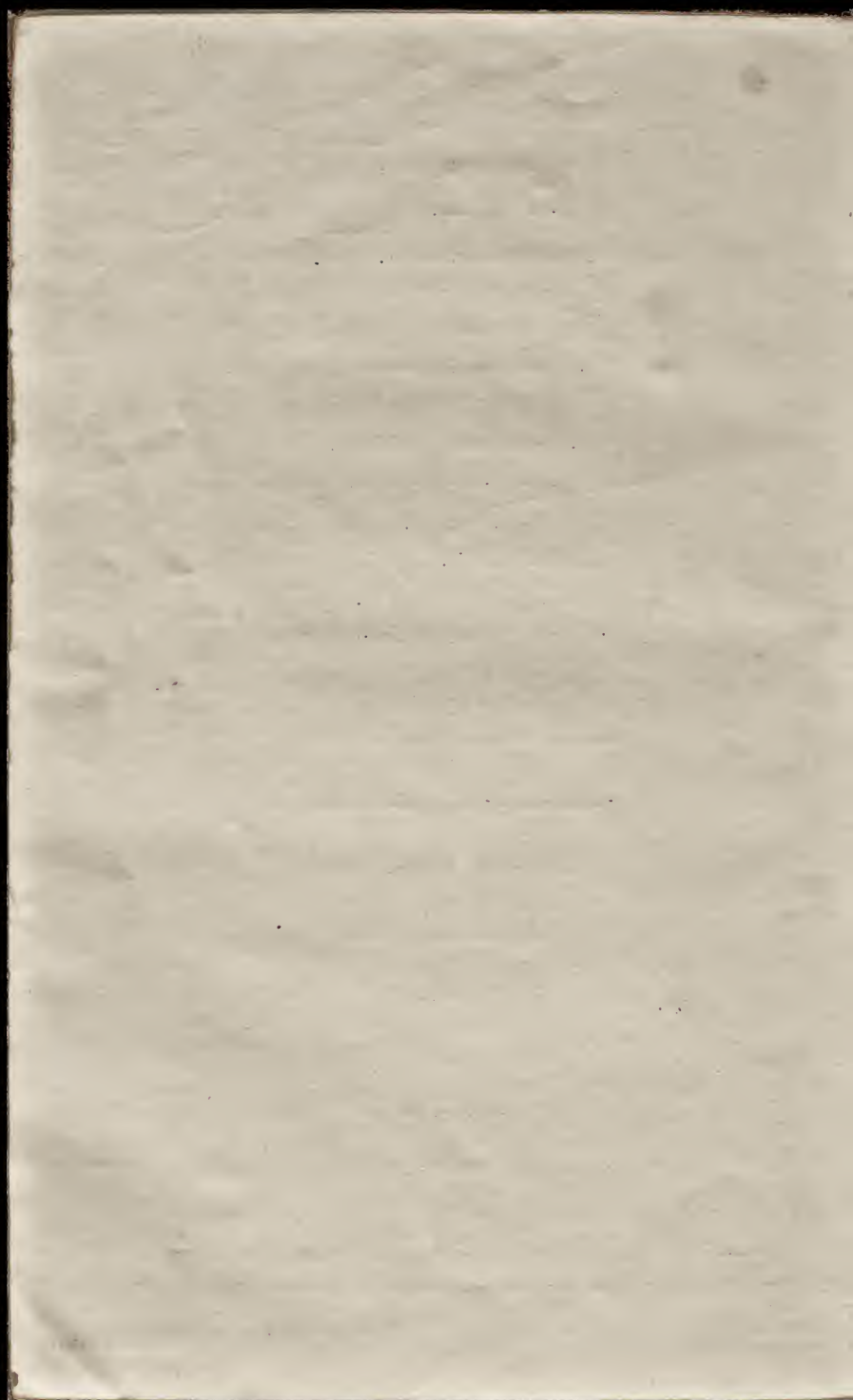
under the command of Commander Louis. Kingsley,
Tuesday, July 10th

, U. S. Navy,
 , 1894.

[illegible]

Examined and found to be correct.

J. B. Milton, Lieutenant W. Navigator.



commenced and until 4 A.M.

Light airs from W. and calm. Clear and cool.
Bright starlight.

A. R. Beach
Lieutenant W. F. N.

From 4 to 8 A.M.

Clear and calm. Warm toward latter part of watch. Calm.
barometer rising. Discussed on board in Dept of Supplies & accounts.
the following fresh provisions 37 1/4 lbs. meat 85 1/2 lbs. vegetables and
29 lbs bread.

N. D. Hoffman
Lieutenant W. F. N.

From 8 A.M. to Meridian:

Clear and warm. Light airs from W. F. N. backing to S. F. N. Officers
from the W. F. N. War College on shore paid an official visit to the ship. Received
on board in steam Requisition Dept. on their tripentine, one new barrel
oil saw, one scale balance, three boxes, stove and two packages of stove;
in Dept. of Ordnance received one foot sight, 10 yds. submergible netting
wrenches and one coil of cordage. Tons off new hammock givings
W. B. Caperton
Lieutenant W. F. N.

From Meridian to 4 P.M.

Light to gentle breeze from S. F. N. clear and pleasant at 7³⁰ and
on board with trays, Lachlock's, and necessary transfer papers, ninety
five (95) S. F. N. officers, named on her appended list. Received on
board in Gay Dept. from Paymaster H. Goodwin Hobbs, W. F. N., so blue
clock - thermos, and so with rooms. Lt. F. F. Fletcher, W. F. N. Commander
the W. F. N. torpedo boat "Lanching", paid an official visit to the Commandant,
Officers. Received from Training Station the following named stores
in Equipment Dept., 9 coils of hemp rope. Thos. A. Daily was selected
on board the Saddleman for three years.

A. R. Beach
Lieutenant W. F. N.

From 4 to 8 P.M.

Generally clear and pleasant - gentle breeze to light airs
from S. F. N. Went to quarters at 4:10, murdered the boys with game
about their stations for five quarters and at 4:30 went to five
quarters.

W. B. Caperton
Lieutenant W. F. N.

From 8 P.M. to Midnight:

Light airs from S. F. N. clear and cool. Bright
moonlight.

A. R. Beach
Lieutenant W. F. N.

J. B. Moilton
Lieutenant W. F. N. Navigator.

LOG of the UNITED STATES

Moored to Perry at Newport, R. I.

Wind Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|------------------------|-------|---------|-----------------------|-------------|---------------|---------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Forms of the Weather. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Range of Clear Sky, in miles. | State of the Sea. |
| | | | | | | | | | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | <i>P. H.</i> | | | | | | | | | | | | | |
| 1 | | | | <i>P. H.</i> | <i>P. H.</i> | 34 | | | 30.14 | 67 | 66 | 65 | | <i>b. c. v.</i> | <i>cur. cum.</i> | <i>cur. cum.</i> | 9 |
| 2 | | | | <i>P. H.</i> | <i>P. H.</i> | 34 | | | 30.12 | 67 | 66 | 65 | | " | " | " | 9 |
| 3 | | | | <i>P. H.</i> | | 4 | | | 30.11 | 67 | 64 | 64 | | " | <i>cur. cum.</i> | <i>cur. cum.</i> | 9 |
| 4 | | | | <i>P. H.</i> | | 4 | | | 30.11 | 67 | 64 | 64 | | " | " | " | 9 |
| 5 | | | | <i>P. H.</i> | | 3 | | | 30.12 | 66 | 64 | 64 | | " | " | " | 8 |
| 6 | | | | <i>P. H.</i> | | 3 | | | 30.13 | 66 | 64 | 64 | | " | <i>cur. cum.</i> | <i>cur. cum.</i> | 7 |
| 7 | | | | <i>P. H.</i> | | 3 | | | 30.14 | 67 | 66 | 64 | | " | " | " | 6 |
| 8 | | | | <i>P. H.</i> | <i>P. H.</i> | 3 | | | 30.14 | 69 | 67 | 65 | | <i>b. c.</i> | <i>cur. cum.</i> | <i>cur. cum.</i> | 6 |
| 9 | | | | <i>P. H.</i> | | 2 | | | 30.16 | 70 | 67 | 65 | | " | " | " | 6 |
| 10 | | | | <i>P. H.</i> | <i>P. H.</i> | 2 | | | 30.16 | 73 | 71 | 66 | | " | " | " | 7 |
| 11 | | | | <i>P. H.</i> | <i>P. H.</i> | 3 | | | 30.17 | 73 | 71 | 66 | | " | " | " | 7 |
| Noon. | | | | <i>P. H.</i> | | 4 | | | 30.19 | 72 | 70 | 65 | | " | " | " | 7 |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R. knots. tenths.
Longitude by D. R. " " "
Latitude by observations of ☉ " " "
Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 A. M. Latitude by " " "
Longitude by " " "
Position at 8 P. M. Latitude by " " "
Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 410 gallons.

Water during the preceding 24 hours, " "

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, tons 1040 lbs.

Coal remaining on hand at Noon, 113 " 970 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|--|--|--|--------------|--|--|---|--|--|-------|----|----|----|--|-----------------|------------------|---|--|
| 1 | | | | <i>P. H.</i> | | | 4 | | | 30.17 | 70 | 74 | 67 | | <i>b. c.</i> | <i>cur. cum.</i> | 7 | |
| 2 | | | | <i>P. H.</i> | | | 4 | | | 30.16 | 72 | 72 | 66 | | " | " | 7 | |
| 3 | | | | <i>P. H.</i> | | | 4 | | | 30.12 | 72 | 71 | 66 | | " | " | 8 | |
| 4 | | | | <i>P. H.</i> | | | 4 | | | 30.12 | 72 | 71 | 67 | | " | " | 8 | |
| 5 | | | | <i>P. H.</i> | | | 4 | | | 30.09 | 74 | 72 | 68 | | " | " | 8 | |
| 6 | | | | <i>P. H.</i> | | | 4 | | | 30.09 | 74 | 72 | 68 | | " | " | 9 | |
| 7 | | | | <i>P. H.</i> | | | 4 | | | 30.10 | 72 | 70 | 68 | | " | " | 9 | |
| 8 | | | | <i>P. H.</i> | | | 4 | | | 30.10 | 70 | 69 | 67 | | <i>b. c. v.</i> | <i>cur. cum.</i> | 9 | |
| 9 | | | | <i>P. H.</i> | | | 4 | | | 30.10 | 70 | 69 | 66 | | " | " | 9 | |
| 10 | | | | <i>P. H.</i> | | | 4 | | | 30.10 | 69 | 69 | 66 | | " | " | 9 | |
| 11 | | | | <i>P. H.</i> | | | 5 | | | 30.10 | 69 | 69 | 66 | | " | " | 9 | |
| Mid. | | | | <i>P. H.</i> | | | 4 | | | 30.10 | 69 | 69 | 66 | | " | " | 7 | |

under the command of *Commander Louis Kingsley*
Wednesday, July 11th

, U. S. Navy,
1894

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

to sunrise and until 4 A.M.

leaves and damp. Bright shining l. green - to moderate -
bryer from f. h.

J. L. Russell

1938 *Quercus laevis* - W. J. N.

From 4 to 8 A. M.

Kindly clear, damp and pleasant. Built breezes from
at 7.15 made Ken. Riv. Pt. 144, "Correlation" overworld 704 and
at 7.20 board rail to Al. built in. Received for issue to crew in
Dept. of supplies and accounts. 7 lbs. bread 70 1/2 lbs. fresh beef and 75 3/4 lbs
vegetables. Lt. J. L. Purcell returned from bank of absence.
W. M. Caperton.

W. H. Appleton

1. N. C. Lieutenant: W. J. H.

From 8 A.M. to Meridian.

Light to moderate breeze from N.W. and S.W. Fair and pleasant. At 9⁰⁰ mustered crew at quarters. Afterwards measured Apprentices on decks of ship and instructed them in stations at working & hoisting. At 10⁰⁰ met & down top-gallant-yards, bent royal and top-gallant sails. Covered royal and top-gallant yards and furled sail. Received on board from the U. S. R. E. "Savannah," John L. Brown, with 159 and 14 barrels and permanent appointments as Gunner, Mate & 2nd Mate. By order of Commanding Officer, Thos. A. Dady who rated from Landman to Ship's Cook 4th class.

W. R. C. Lieutenant 108 N.

From Meridiana to 4 P. M.

1. Boat. Moderate breeze from S.W. and S.W. by N. Unbent & faster
 for repairs. Served out oilskin clothes, & food provisions.
 By order of Commanding Officer S. Mapp Esq. was rated to Coal Passer and J. D. Gordon Coal Passer to Durman 2nd class.

and J. Penell

2nd Lieutenant W. J. H.

From 4 to 8 P.M.

Moderate breeze from S.W. by W. and S.W. calm & cool. By order of
Bureau of Navigation transferred Fred. E. Courneau, 1st Lieut. U.S. Navy, to
the U.S.S. "Albatross" to command by special order. By same authority discharged from this ship and
the Naval Service, Matteo Tassinari, 1st Lieut. U.S. Navy, 7th Regt. U.S. Inf.
1865, "Constellation" around 904. At anchor sent down topgallant and
royal yards.

Geo. R. Crane

Ex R.C. Lieutenant-W.F.N.

From 8 P. M. to Midnight.

Clear Moderate to stiff breeze from S.W. and S.W. by N.
Falling dew

W. Penell

J. C. Lieutenant W. J. N.

Examined and found to be correct.

J. B. Mutton Navigator.
Lieutenant - U. S. N.

LOG of the UNITED STATES

Rate,

Ship Essex
Moved to Perry at Newport, R. I.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | WIND. | | | BAROMETER. | | | | | TEMPERATURE. | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Range of Clear Sky, in miles. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------|-------------------|--------------|----------------|----------------|-------------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| | | | | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Height in inches. | Ther. att'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at surface. | Air, Dry Bulb. | Air, Wet Bulb. | Water at surface. | | | | |
| A. M. | | | | <i>Ship Head</i> | | | | | | | | | | | | | | |
| 1 | | | | <i>g. N. by N.</i> | <i>g. N. by N.</i> | <i>4.5</i> | <i>30.10</i> | <i>69</i> | <i>69</i> | <i>66</i> | | <i>69</i> | <i>69</i> | <i>66</i> | <i>b. c.</i> | <i>cum. mod.</i> | <i>1</i> | |
| 2 | | | | <i>N. g. N.</i> | <i>N. g. N.</i> | <i>4.5</i> | <i>30.10</i> | <i>69</i> | <i>69</i> | <i>66</i> | | <i>69</i> | <i>69</i> | <i>66</i> | " | " | <i>1</i> | |
| 3 | | | | <i>N. g. N.</i> | <i>N. g. N.</i> | <i>4.5</i> | <i>30.10</i> | <i>69</i> | <i>69</i> | <i>66</i> | | <i>69</i> | <i>69</i> | <i>66</i> | " | <i>cum. mod.</i> | <i>6</i> | |
| 4 | | | | <i>g. N. by N.</i> | <i>g. N. by N.</i> | <i>4.5</i> | <i>30.08</i> | <i>68</i> | <i>67</i> | <i>65</i> | | <i>68</i> | <i>67</i> | <i>65</i> | " | <i>cum. mod.</i> | <i>4</i> | |
| 5 | | | | <i>g. N. by N.</i> | <i>g. N. by N.</i> | <i>4.5</i> | <i>30.06</i> | <i>68</i> | <i>67</i> | <i>65</i> | | <i>68</i> | <i>67</i> | <i>65</i> | " | <i>cum. mod.</i> | <i>4</i> | |
| 6 | | | | <i>g. N. by N.</i> | <i>g. N. by N.</i> | <i>4.5</i> | <i>30.04</i> | <i>68</i> | <i>67</i> | <i>64</i> | | <i>68</i> | <i>67</i> | <i>64</i> | " | <i>cum. mod.</i> | <i>4</i> | |
| 7 | | | | <i>g. N. by N.</i> | <i>g. N. by N.</i> | <i>4.5</i> | <i>30.05</i> | <i>68</i> | <i>67</i> | <i>64</i> | | <i>68</i> | <i>67</i> | <i>64</i> | " | <i>cum. mod.</i> | <i>4</i> | |
| 8 | | | | <i>g. N.</i> | <i>g. N.</i> | <i>4.5</i> | <i>30.05</i> | <i>68</i> | <i>67</i> | <i>64</i> | | <i>68</i> | <i>67</i> | <i>64</i> | <i>b. c. m.</i> | " | <i>2</i> | |
| 9 | | | | <i>g. N.</i> | <i>g. N.</i> | <i>4</i> | <i>30.05</i> | <i>70</i> | <i>67</i> | <i>64</i> | | <i>68</i> | <i>67</i> | <i>64</i> | " | " | <i>2</i> | |
| 10 | | | | <i>g. N.</i> | <i>g. N.</i> | <i>3</i> | <i>30.05</i> | <i>69</i> | <i>67</i> | <i>65</i> | | <i>68</i> | <i>67</i> | <i>65</i> | " | " | <i>2</i> | |
| 11 | | | | <i>g. N. by N.</i> | <i>g. N. by N.</i> | <i>3</i> | <i>30.05</i> | <i>69</i> | <i>67</i> | <i>66</i> | | <i>68</i> | <i>67</i> | <i>66</i> | <i>o. c. d.</i> | " | <i>0</i> | |
| Noon. | | | | <i>g. N. by N.</i> | <i>g. N. by N.</i> | <i>3</i> | <i>30.04</i> | <i>70</i> | <i>69</i> | <i>66</i> | | <i>68</i> | <i>67</i> | <i>66</i> | " | " | <i>0</i> | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | | |
|---------------------|--|---|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " | " |
| | Longitude by D. R. | 0 | " | " |
| | Latitude by observations of ☉ | 0 | " | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " | " |
| Position at 8 A. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |
| Position at 8 P. M. | Latitude by | 0 | " | " |
| | Longitude by | 0 | " | " |

Current during the time, knots tenths per hour, setting to the

| | | | | |
|---|-------------|---|---|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " | variation used, 0 |

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

750 tons 1040 lbs.

Coal consumed during the preceding 24 hours,

112 " 2170 "

Coal remaining on hand at Noon,

| P. M. | Total Current | | | | | | | | | | | | |
|-------|---------------|---|-------|-------------|-------------|---|-------|----|----|----|---------|---|---|
| 1 | 0 | 1 | Black | g. N. | g. N. by g. | 4 | 30.02 | 71 | 69 | 67 | 0.0. g. | cum. mod. | 0 |
| 2 | 0 | 1 | " | " | g. N. | 4 | 30.01 | 71 | 69 | 67 | " | " | 0 |
| 3 | 0 | 1 | " | " | " | 4 | 30.00 | 70 | 69 | 66 | " | " | 1 |
| 4 | 0 | 1 | " | g. N. | g. N. | 4 | 29.97 | 69 | 68 | 65 | " | " | 2 |
| 5 | 0 | 1 | Black | " | " | 4 | 29.98 | 69 | 68 | 65 | b. c. | g. N. by g. cum. mod. cum. Black. | 2 |
| 6 | 0 | 2 | g. N. | g. N. | " | 4 | 30.08 | 69 | 68 | 65 | " | " | 2 |
| 7 | 0 | 2 | " | g. N. | " | 3 | 30.08 | 69 | 68 | 65 | " | " | 1 |
| 8 | 0 | 2 | " | " | " | 3 | 30.08 | 69 | 68 | 65 | " | " | 1 |
| 9 | 0 | 2 | " | " | " | 3 | 30.08 | 70 | 68 | 65 | " | " | 1 |
| 10 | 0 | 2 | " | g. N. by g. | " | 3 | 30.00 | 69 | 69 | 66 | " | " | 1 |
| 11 | 0 | 1 | " | g. N. | " | 3 | 30.00 | 69 | 69 | 66 | " | " | 1 |
| Mid. | 0 | 1 | " | " | " | 3 | 30.00 | 69 | 70 | 67 | " | " | 1 |

under the command of

Commander Louis Ringaley,
Thursday, July 12th

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A. M.

Calms with a few stars visible. Learning toward end of vessel.
Moderate to stiff breeze from the S.W. by N. Fresh barometer.

From 4 to 8 A. M.

Moderate to stiff breeze from N. E. N. and S. W. Cool and cloudy. At
7²⁰ made Gun, Sig. Dist 6069 - "Constellation" answered and made "904". At
7⁴⁰ crossed royal and top gallant yards. Received no board in Day Light.
7⁵⁰ lbs. bread, 75 lbs. fresh beef and 75 lbs. fresh vegetables.

George R. Evans.

Ensign U. S. N.

John R. Evans

Ensign U. S. N.

From 8 A. M. to Noon.

Cloudy. Overcast last part. Light mist and drizzling rain occasionally. Gentle
to moderate breeze from S.W. by N. and S.W. At 9.30 mustered at quarters and afterwards instructed
and stationed apprentices for General Quarters until 10.30, then until 11.15 in practical seamanship. Inspected
flood cocks and found them in good working order. A Medical Board of Surgery of which Dr. A. S. Puris
U. S. N. was senior member met in board. Diagnosis temperatures 74°-73° found, Aft 73°-71°. Absent
withstander L. E. Wilson (C.P.) from 6 A. M. 11th sick and Com. Travers (P. 1 cl) from 6 A. M. 10th sick. By order of
Commanding Officer J. L. Ellwood, Tex. was rated to Water 1st class and given an Acting appointment as
such.

J. H. Purcell

Ensign U. S. N.

From Noon to 4 P. M.

Generally overcast and cloudy weather. Occasional light squalls. Falling barometer.
At 3.00 made Interrogatory 6068, answered by Constellation with 904. Put down top gallant and
royal yards. Instructed boys in the running rigging. Cook Baker was exhibited as Mess attendant and
Robert Bitts as Sandman each for their place.

George R. Evans.

Ensign U. S. N.

From 4 to 8 P. M.

Cloudy. Gentle to moderate breeze from S.W.

J. H. Purcell.

Ensign U. S. N.

From 8 P. M. to Midnight.

Cloudy with a few stars visible. Gentle S.W. breeze. Barometer steady.

George R. Evans.

Ensign U. S. N.

J. B. McIlhenny,

Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to Bury at Newport, R.I.

Third Rate,

| | | | | WIND. | | | BAROMETER TEMPERATURE. | | | | | | | | | | |
|---------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Force of Gale, by symbols. | State of the Sea. |
| Tidal Current | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 0 | 2 | Head | SW. | SW. | 4 | | | 29.96 | 69 | 68 | 65 | b. c. w. | clear | mist | 8 | |
| 2 | 0 | 2 | " | " | " | 4 | | | 29.96 | 69 | 68 | 65 | " | " | " | 8 | |
| 3 | 0 | 1 | " | SW. by S. | " | 4 | | | 29.96 | 69 | 68 | 65 | " | " | " | 8 | |
| 4 | | | Black | SW. | " | 4 | | | 29.96 | 69 | 68 | 65 | " | " | clear | 8 | |
| 5 | 0 | 1 | Est | N. SW. | " | 3 | | | 29.96 | 69 | 68 | 65 | " | " | clear | 6 | |
| 6 | 0 | 1 | " | " | " | 3 | | | 29.96 | 69 | 68 | 65 | b. c. m. | clear | 7 | | |
| 7 | 0 | 1 | " | SW. by S. | " | 3.4 | | | 29.96 | 69 | 68 | 66 | " | " | " | 8 | |
| 8 | 0 | 1 | " | SW. | " | 3.4 | | | 29.95 | 70 | 69 | 66 | b. c. | clear | 9 | | |
| 9 | 0 | 1 | Head | " | " | 3.4 | | | 29.97 | 72 | 70 | 67 | " | " | " | 9 | |
| 10 | 0 | 1 | " | " | " | 4 | | | 29.96 | 74 | 72 | 68 | b. | none | 10 | | |
| 11 | 0 | 1 | " | " | " | 4 | | | 29.95 | 75 | 73 | 69 | " | " | 10 | | |
| Noon. | 0 | 1 | " | " | " | 4 | | | 29.94 | 73 | 73 | 69 | " | " | 10 | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by
 Longitude by

Position at 8 P. M. { Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, tons 10 40 lbs.

Coal remaining on hand at Noon, 112 " 1130 "

| P. M. | | | | | | | | | | | | | | | | |
|-------|--------------|------------|------------------|-----|-------|----|----|----|-----------------|--------------|----|--|--|--|--|--|
| 1 | <i>Black</i> | <i>SW.</i> | <i>SW.</i> | 4 | 29.94 | 73 | 73 | 68 | <i>b.</i> | <i>none</i> | 10 | | | | | |
| 2 | " | " | " | 4 | 29.94 | 74 | 73 | 68 | " | " | 10 | | | | | |
| 3 | " | " | " | 4-5 | 29.93 | 74 | 74 | 69 | " | " | 10 | | | | | |
| 4 | " | " | " | 4-5 | 29.93 | 72 | 74 | 69 | " | " | 10 | | | | | |
| 5 | " | " | " | 4-5 | 29.93 | 71 | 75 | 69 | " | " | 10 | | | | | |
| 6 | 0 2 | <i>Est</i> | <i>SW. by S.</i> | 4-5 | 29.93 | 71 | 75 | 69 | <i>b. m.</i> | <i>clear</i> | 10 | | | | | |
| 7 | 0 2 | " | " | 4-5 | 29.94 | 70 | 74 | 68 | <i>b. c. w.</i> | <i>clear</i> | 9 | | | | | |
| 8 | 0 2 | " | <i>SW.</i> | 4-5 | 29.94 | 70 | 74 | 68 | " | " | 9 | | | | | |
| 9 | 0 2 | " | " | 4-5 | 29.94 | 69 | 69 | 67 | " | " | 9 | | | | | |
| 10 | 0 2 | " | " | 4 | 29.94 | 69 | 69 | 67 | <i>b.</i> | <i>none</i> | 10 | | | | | |
| 11 | 0 1 | " | " | 2 | 29.94 | 69 | 68 | 67 | " | " | 10 | | | | | |
| Mid. | 0 1 | " | " | 2 | 29.94 | 69 | 69 | 66 | " | " | 10 | | | | | |

under the command of

Commander Louis Kingsley
Friday, July 13

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy and damp. Moderate breeze from SW. Barometer steady.

N. D. Colman
2^d Ensign U. S. N.

From 4 to 8 A.M.

Clear, hazy horizon. Gentle to moderate breeze from SW. At 7.30 made Interrogatory signal 6069, answered by Constellation 904. Received in Dept of Supplies and Accounts for the crew 93 1/4 lbs. fresh beef, 95 1/4 lbs. fresh vegetables and 75 lbs. fresh bread. Ebb tide about 5 o'clock. Current light yards.

J. D. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fine weather. Gentle to moderate breeze from the SW. Barometer rather unsteady. At 9.30 mustered and inspected at quarters. The following named men were reported absent from the ship without leave, viz: - Cox. Trenchum S. v. from 6 A.M. July 10, E. & Wilson S. P. from 6 A.M. July 11 to B. Blumstein from July 13. At 9.45 made General Signal Interrogatory 44390, answered by Constellation 904. Exercised at sails, loosing, reefing and furling. The Captain made an official call upon the Commanding Officer of Fort Adams. Received a visit from the High School Cadets encamped on shore. Temperature of magazine 73° 71° forward, 71° 70° aft. By order of Commanding Officer R. B. Butt, was rated from Landsman to Ship's Cook, 4th class.

George R. Corvus, 2^d Ensign U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Stiff breeze from SW. Barometer falling slightly. B. B. Blumstein (Cox) returned on board having overstayed his leave 6 hours. Allowed the boys their bags for evening. Received on board supplies in the Medical Department.

N. D. Colman
2^d Ensign U. S. N.

From 4 to 8 P.M.

Clear weather. Moderate to stiff breeze from the SW, moderating somewhat towards end of watch. Finished building spardeck and hot flying jib. Found but clean hammocks to the men.

George R. Corvus, 2^d Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and cool. Starlight. Moderate to light SW. breeze. Barometer steady.

N. D. Colman
2^d Ensign U. S. N.

Examined and found to be correct.

J. B. Miller, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex.
Moved to Buoy, Newport, R.I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Pop. of Water Sky, in 10ths. | State of the Sea. |
|-------------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|------------------------|--------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. air'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| Ship's head | | | | | | | | | | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | | N. by E. | S. by E. | | 2 | | | 29.94 | 68 | 68 | 66 | b. | none | 10 | | |
| 2 | | | | S. by E. | " | | 2 | | | 29.94 | 68 | 68 | 66 | " | " | 10 | | |
| 3 | | | | " | " | | 2 | | | 29.93 | 68 | 67 | 66 | " | " | 10 | | |
| 4 | | | | " | " | | 2 | | | 29.93 | 68 | 67 | 66 | " | " | 10 | | |
| 5 | | | | South | " | | 2 | | | 29.93 | 68 | 67 | 65 | b. c. | com. | 4 | | |
| 6 | | | | S. by E. | " | | 2 | | | 29.94 | 68 | 67 | 66 | " | " | 4 | | |
| 7 | | | | " | " | | 2 | | | 29.94 | 68 | 67 | 66 | b. c. m. | " | 6 | | |
| 8 | | | | S. by E. | " | | 2 | | | 29.93 | 69 | 69 | 68 | " | " | 5 | | |
| 9 | 0 | 2 | Cloud | South | N. by E. | | 0-1 | | | 29.94 | 73 | 72 | 70 | " | " | 5 | | |
| 10 | 0 | 2 | " | " | " | | 0-1 | | | 29.94 | 74 | 72 | 71 | " | circum. | 6 | | |
| 11 | 0 | 1 | " | S. by E. | " | | 1 | | | 29.93 | 74 | 73 | 71 | " | " | 6 | | |
| Noon. | 0 | 1 | " | S. by E. | N. by E. | | 1-3 | | | 29.94 | 74 | 73 | 71 | b. m. | " | 10 | | |

Course and distance made good since preceding noon by observations,

knots. tenths.

| | | | |
|---------------------|--|---|---|
| Position at Noon: | Latitude by D. R. | 0 | " |
| | Longitude by D. R. | 0 | " |
| | Latitude by observations of ☉ | 0 | " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Position at 8 A. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |
| Position at 8 P. M. | Latitude by | 0 | " |
| | Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours,

700 gallons.

Water *reused* during the preceding 24 hours,

2500 "

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

tons 1040 lbs.

Coal remaining on hand at Noon,

112 " 90 "

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|--------------|-------------------------|-------------------------|--|-----|--|--|-------|----|----|----|--|--------------------|------------------|---|--|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 1 | <i>Cloud</i> | <i>S. by E.</i> | <i>S. by E.</i> | | 3 | | | 29.94 | 78 | 75 | 71 | | <i>b. c. m.</i> | <i>air. cum.</i> | 8 | |
| 2 | 0 | 1 | | | | | 3 | | | 29.93 | 78 | 75 | 71 | | | | 7 | |
| 3 | | | <i>Black</i> | | | | 2 | | | 29.92 | 77 | 74 | 70 | | | | 6 | |
| 4 | | | | <i>S. by E. x N. E.</i> | <i>S. by E. x N. E.</i> | | 27 | | | 29.92 | 76 | 73 | 69 | | <i>b. c. t. m.</i> | <i>cum. air.</i> | 3 | |
| 5 | 0 | 1 | <i>Ell</i> | <i>S. by E.</i> | <i>South</i> | | 2-6 | | | 29.92 | 74 | 73 | 69 | | | | 0 | |
| 6 | 0 | 1 | | <i>S. by E.</i> | | | 1 | | | 29.94 | 71 | 70 | 69 | | <i>b. c. t. m.</i> | <i>cum. air.</i> | 1 | |
| 7 | | | <i>Black</i> | <i>South</i> | <i>Calms</i> | | 0 | | | 29.94 | 71 | 70 | 68 | | <i>b. c.</i> | <i>cum. air.</i> | 3 | |
| 8 | | | | <i>S. by E.</i> | <i>S. by E.</i> | | 0-1 | | | 29.94 | 71 | 70 | 68 | | | | 2 | |
| 9 | 0 | 2 | <i>Ell</i> | <i>S. by E.</i> | | | 2 | | | 29.95 | 70 | 69 | 67 | | <i>b. c. m.</i> | <i>cum. air.</i> | 2 | |
| 10 | 0 | 1 | | <i>S. by E.</i> | | | 2-1 | | | 30.01 | 70 | 69 | 67 | | | | 4 | |
| 11 | 0 | 1 | <i>Cloud</i> | <i>S. by E.</i> | | | 2 | | | 30.01 | 70 | 69 | 67 | | | | 2 | |
| Mid. | D | 1 | | | | | 2 | | | 30.02 | 70 | 69 | 67 | | <i>b. c. m.</i> | | 0 | |

under the command of

Commander Louis Kinsley
Saturday, July 14

, U. S. Navy,

, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Clear. Light breeze from S.W.

W. B. Caperton,

Lieutenant U. S. N.

From 4 to 8 A.M.

Fair. Light breeze from S.W. Barometer about steady. Clearing ship received in Pay Department from the Contractor, fresh provisions as follows: viz. - 67 lbs. fresh bread 93 1/2 lbs. fresh beef, 93 1/2 lbs. fresh vegetables. Chief Engineer C. J. Cabighurst U. S. Navy, reported his return from far days leave.

George R. Connor

Ensign U. S. N.

From 8 A.M. to Noon

Clear and warm. Light to gentle breeze from S.W. Finished scrubbing decks, boats and canvas cover. The following absences were reported for January 10, from 6 A.M. July 9, R. E. Wilson U. S. N. from 6 A.M. July 10, James S. Lewis, U. S. N. from 6 A.M. July 14. Temperature of magazines 71° 70° forward, 70° 70° aft.

N. D. Carlson
Ensign U. S. N.

From Noon to 4 P.M.

Clear to cloudy, with a very heavy hail storm at 3.45. Breeze to light breeze from S.W. until 3.45 when a very heavy hail storm struck the ship from N.E. and blowing in heavy squalls, accompanied by hail, some of the stones measuring 2 in diameter. At 1.30 sent the apprentices ashore to the Training Station until 4.30 P.M. Arrived on board in Ordnance Department one box of stores, comprising one Compressor Spring for #1 & 2 guns.

W. B. Caperton
Lieutenant U. S. N.

From 4 to 8 P.M.

Squally with rain, clearing during last hour of watch. Fresh breeze from North to calm. Barometer steady. The visiting party returned on board from the Training Station.

N. D. Carlson
Ensign U. S. N.

From 8 P.M. to Midnight

Clear and dampish fair. Light to gentle breeze from S.W.

Montgomery W. Taylor
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N.

Narrator.

LOG of the UNITED STATES

Ship Essex
Moored to Bury, Newport, R.I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Force of Clear Sky, in fifts. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|-------------|---------------|---------------|-------------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | Ship's head | | | | | | | | | | | | | | |
| 1 | | | | S. S. W. | S. W. | | 0-1 | | | 30.02 | 70 | 69 | 68 | | b. c. m. | minib | 3 | |
| 2 | | | | " | " | | 0-1 | | | 30.02 | 70 | 69 | 68 | | " | " | 3 | |
| 3 | | | | S. W. | Calu | | 0 | | | 30.02 | 70 | 69 | 68 | | " | " | 3 | |
| 4 | | | | S. W. by W. | " | | 0 | | | 30.08 | 71 | 69 | 68 | | o. m. | " | 0 | |
| 5 | | | | South | " | | 0 | | | 30.08 | 70 | 69 | 67 | | b. c. m. | cur. cum. | 2 | |
| 6 | | | | N. E. | " | | 0 | | | 30.07 | 73 | 70 | 69 | | " | " | 6 | |
| 7 | | | | North | " | | 0 | | | 30.07 | 71 | 71 | 70 | | " | " | 4 | |
| 8 | | | | S. by W. | S. by W. | | 0-1 | | | 30.07 | 71 | 72 | 70 | | b. c. | " | 7 | |
| 9 | | | | S. by W. | N. N. E. | | 0-1 | | | 30.07 | 71 | 72 | 70 | | " | " | 7 | |
| 10 | | | | " | " | | 0-1 | | | 30.07 | 74 | 73 | 71 | | " | " | 7 | |
| 11 | | | | S. S. W. | Calu | | 0 | | | 30.07 | 78 | 75 | 73 | | " | " | 7 | |
| Noon. | | | | " | " | | 0 | | | 30.13 | 76 | 76 | 73 | | " | " | 7 | |

Course and distance made good since preceding noon by observations,

| | knots. | tenths. |
|--|--------|---------|
| Latitude by D. R. | 0 | " |
| Longitude by D. R. | 0 | " |
| Latitude by observations of ☉ | 0 | " |
| Longitude by chronometer from Forenoon Observations of ☉ | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |
| Latitude by | 0 | " |
| Longitude by | 0 | " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1750 "

Coal consumed during the preceding 24 hours, tons 1040 lbs.

Coal remaining on hand at Noon, 112 " 90 "

| P. M. | | | | | | | | | |
|-------|-------------|-------|-----|-------|----|----|----|----------|-------------|
| 1 | S. S. W. | S. W. | 1-2 | 30.11 | 78 | 75 | 73 | b. c. m. | cur. cum. |
| 2 | " | " | 1-2 | 30.10 | 78 | 75 | 73 | " | cur. |
| 3 | S. by W. | " | 2 | 30.04 | 76 | 74 | 72 | " | " |
| 4 | S. W. | " | 2 | 30.08 | 76 | 74 | 72 | " | " |
| 5 | " | " | 2 | 30.06 | 75 | 73 | 71 | " | cur. cum. |
| 6 | " | " | 2 | 30.07 | 74 | 74 | 71 | " | cur. cum. |
| 7 | S. W. by W. | " | 2 | 30.06 | 72 | 73 | 70 | " | shed. wind. |
| 8 | N. S. W. | " | 2 | 30.05 | 73 | 73 | 70 | " | " |
| 9 | S. W. | " | 2 | 30.05 | 71 | 71 | 70 | " | cur. cum. |
| 10 | South | " | 2 | 30.05 | 71 | 70 | 69 | " | " |
| 11 | S. by E. | " | 1-2 | 30.05 | 71 | 70 | 69 | " | " |
| Mid. | S. by W. | " | 1 | 30.05 | 71 | 70 | 69 | " | " |

under the command of

Commander Louis Kingsley
Sunday, July 15

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light air from S.W. and calms. Cloudy and misty.

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and pleasant. Calm to light air from N by W. Barometer steady.

W. D. Harrison
Ensign U. S. N.

From 8 A.M. to Merid.

Fair and warm. Light breeze. Calms and very light air variable in direction. Barometer rising last hour. At 9.30 mustered at quarters. The Captain inspected the ship and crew at Quarters. The following named men were reported absent from the ship without leaving:-
Low, Foreman 1 C. L. E. Wilson 6 P, James Douglas, oiler. Received on board in Pay Department from the Contractor the following fresh provisions 95 1/4 lb. beef, 95 1/4 lb. vegetables and 67 lb. bread. Temperature of magazine 71° 70°, forecast 70° 70°; aft. The following named men were received from the U. S. S. Thetis, J. C. Karlen, Foreman, and D. Seymour Ord, Foreman, with their bags, hammocks, and necessary transfer papers.

George R. Conna, Ensign U. S. N.

From Merid. to 4 P.M.

Light air to light breeze from S.W. Fair and warm.

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and warm. Gentle breeze from S.W. J. Douglas, (oiler) returned 34 hours overtime. Hoisted smoke stack. Sent boys in swimming.

Worshipper Mr. Taylor
Ensign U. S. N.

From 8 P.M. to Mid.

Light air from S.W. to S by E. Clear and pleasant. Bright moonlight.

Heavy dew.

Geo. R. Beach
Lieutenant U. S. N.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex,
Moved to Buzzards Point, R. I.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Direction and Force of Surface Current. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|---|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | | | | | | | | | | | | | | | | | | |
| 1 | | | | S. by W. | N. W. | | 1-2 | | | 30.12 | 72 | 70 | 67 | | b. c. w. | cir. cum. | 5 | |
| 2 | | | | S. by W. | N. N. W. | | 2 | | | 30.12 | 72 | 70 | 67 | | " | cir. cum. | 4 | |
| 3 | | | | N. N. W. | " | | 2 | | | 30.12 | 72 | 70 | 67 | | " | cir. cum. | 4 | |
| 4 | | | | N. N. E. | N. N. E. | | 2 | | | 30.12 | 71 | 69 | 66 | | " | cir. cum. | 6 | |
| 5 | | | | N. E. by N. | " | | 1-2 | | | 30.14 | 71 | 71 | 67 | | b. o. m. | " | 8 | |
| 6 | | | | N. by E. | " | | 1-2 | | | 30.16 | 71 | 73 | 69 | | " | cir. | 6 | |
| 7 | | | | " | " | | 1-2 | | | 30.17 | 72 | 73 | 69 | | b. c. z. | " | 6 | |
| 8 | | | | " | " | | 2 | | | 30.17 | 73 | 73 | 69 | | b. c. | " | 6 | |
| 9 | | | | South | " | | 2 | | | 30.21 | 74 | 74 | 70 | | b. c. w. | " | 5 | |
| 10 | | | | Surging to flood | " | | 1 | | | 30.22 | 75 | 74 | 71 | | " | " | 6 | |
| 11 | | | | " | East | | 3 | | | 30.22 | 73 | 75 | 71 | | " | cum. | 2 | |
| Noon. | | | | " | S. by W. | | 3 | | | 30.23 | 73 | 75 | 71 | | " | " | 5 | |

Course and distance made good since preceding noon by observations,

Position at Noon: Latitude by D. R. knots. tenths.
Longitude by D. R. " " "
Latitude by observations of ☉ " " "
Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 A. M. Latitude by
Longitude by

Position at 8 P. M. Latitude by
Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " " variation used, " "

Error of the Compass by Azimuth ☉ observed at , ship's head " " " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head " " variation used, " "

Water expended during the preceding 24 hours, 4500 gallons.

Water received during the preceding 24 hours, 1500 "

Water remaining on hand fit for use at Noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons 720 lbs.

Coal remaining on hand at Noon, 110 " 1610 "

| P. M. | | | | | | | | | | | | | | | | | | |
|-------|----------|----------|-----|-------|----|----|----|----------|-------------|---|--|--|--|--|--|--|--|--|
| 1 | S. by W. | S. by W. | 2-3 | 30.22 | 74 | 78 | 73 | b. c. w. | cum. | 6 | | | | | | | | |
| 2 | S. by W. | " | 2-3 | 30.21 | 74 | 79 | 74 | " | " | 7 | | | | | | | | |
| 3 | S. by W. | " | 3 | 30.19 | 73 | 78 | 73 | b. c. w. | " | 7 | | | | | | | | |
| 4 | S. by S. | S. by S. | 3 | 30.19 | 73 | 76 | 72 | " | " | 4 | | | | | | | | |
| 5 | " | " | 2-3 | 30.19 | 74 | 76 | 72 | " | cir. | 5 | | | | | | | | |
| 6 | S. by W. | " | 0-1 | 30.04 | 75 | 76 | 73 | b. c. w. | cir. cum. | 5 | | | | | | | | |
| 7 | " | " | 0-1 | 30.09 | 75 | 76 | 73 | " | cum. et al. | 7 | | | | | | | | |
| 8 | N. by S. | Calw. | 0 | 30.09 | 74 | 75 | 72 | " | " | 8 | | | | | | | | |
| 9 | Surging | S. by W. | 1 | 30.20 | 72 | 73 | 70 | b. c. w. | cir. cum. | 6 | | | | | | | | |
| 10 | N. by S. | Calw. | 0 | 30.22 | 71 | 72 | 70 | " | " | 4 | | | | | | | | |
| 11 | S. by E. | " | 0 | 30.23 | 70 | 71 | 69 | " | " | 7 | | | | | | | | |
| Mid. | South | " | 0 | 30.24 | 70 | 71 | 69 | " | " | 7 | | | | | | | | |

under the command of

Commander Louis Kingsley
Monday, July 16

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear. Wet. Light air and breezes from N.W. to S.W.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A. M.

Generally clear and pleasant. Light air to light breeze from S.W.E. Barometer rising. At 6.30 started fire in boilers B, C, and D. Secured boats for sea, and got steaming coals on main yard and mast. Received on board in Dept. of Supplies and Accounts the following fresh provisions 67 lbs. bread, 93 $\frac{1}{4}$ lbs. beef 93 $\frac{1}{4}$ lbs. vegetables.

N. D. Colman
Ensign U. S. N.

From 8 A. M. to Noon

Light air to gentle breeze rising from S.W. to S.W. Rain and warm foggy to seaward during part of watch. Mustered crew at quarters at 9.30. Aboard without leave, Com. Jonesen 1st Lt. D., and L. E. Wilson Coal Passer. Fires banked under boilers B, C and D. Received in Equipment Dept. 1500 gallons of fresh water from water-boat Aqueduct, (4000 gallons in all) Temperature of magazines 71° 70° forward, 70° 70° aft.

A. R. Beach
Lieutenant U. S. N.

From Noon to 4 P. M.

Clear. Bristy to seaward. Thunder and lightning to N.W. Light to gentle breeze from S.W. and S.W. Frank Dymow, ordinary Seaman, under orders of the Navy Department left this ship with bag hammock and necessary transfer papers to report on board the U. S. S. Vermont, he being in excess of the complement. Banked fires under boilers B, C, and D.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P. M.

Gentle breeze to light air from S.W. and calm. Fair and warm. Misty to seaward. By direction of the Bureau of Navigation, Joseph McCreary, (Coxswain), left the ship with bag and hammock, the necessary transfer papers to be sent by mail, to report to the Commandant of the Boston Navy Yard for treatment at the Naval Hospital. Fires banked under boilers B, C, and D.

A. R. Beach
Lieutenant U. S. N.

From 8 P. M. to Mid.

Clear; wet. Light air from S.W. by N. followed by calm. Hoisted in and secured steam launch for sea. Banked fires under boilers B, C, and D.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Millen
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex.

Third Rate,

Moored to Buoy, Newport R. I. and making passage to Southampton, England.

| Reading of Patent Log. | | | | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heat. | BAROMETER TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Current, by symbols. | Direction of Current, by symbols. |
|------------------------|--------------------------|--------|------|--------------------------------------|--------------------------------|---------|--------|-------|------------------------|-------------|----------------|----------------|-------------------|----------|-------|-----------------------------------|-----------------------------|-------------------------------|-----------------------------------|
| Hour. | Minute. | Tenth. | Log. | | Direction by Standard Compass. | Leeway. | | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | | | | South | Calms | 0 | | | 30.24 | 70 | 69 | 67 | | b. m. | none | 10 | | | |
| 2 | | | | S. S. W. | " | 0 | | | 30.24 | 70 | 69 | 67 | | " | " | 10 | | | |
| 3 | | | | S. E. | " | 0 | | | 30.24 | 68 | 69 | 67 | | " | " | 10 | | | |
| 4 | | | | E. by S. | S. S. E. | 0-1 | | | 30.24 | 68 | 69 | 67 | | f. w. | — | 0 | | | |
| 5 | | | | S. E. | " | 0-1 | | | 30.23 | 67 | 67 | 66 | | f | — | 0 | | | |
| 6 | | | | S. by E. | " | 0-1 | | | 30.23 | 69 | 68 | 66 | | " | curr. | 0 | | | |
| 7 | Steaming out of Newport. | | | | " | 1 | | | 30.24 | 69 | 69 | 67 | | o. m. | " | 0 | | | |
| 8 | 27 | 77.4 | | S. S. E. 1/2 E. | " | 1 | | | 30.26 | 70 | 69 | 67 | | " | " | 0 | 8 | | |
| 9 | 6 | 4 | 83.8 | " | S. E. | 2 | | | 30.37 | 70 | 69 | 66 | 69 | b. c. m. | " | 2 | | | |
| 10 | 6 | 4 | 90.2 | " | " | 2 | | | 30.32 | 70 | 69 | 66 | 69 | " | " | 2 | | | |
| 11 | 5 | 9 | 96.1 | " | " | 2 | | | 30.32 | 70 | 69 | 66 | 69 | " | " | 2 | | | |
| Noon. | 5 | 8 | 1.9 | S. E. | " | 3 | | | 30.33 | 71 | 70 | 66 | 69 | " | " | 3 | | | |

27. 2 Distance run by Patent Log. Departure

Course and distance made good since preceding noon by observations.

| | | | |
|---------------------|--|------------|----------------|
| Position at Noon: | Latitude by D. R. | 27 | knots 2 tenths |
| | Longitude by D. R. | 0 | " " |
| | Latitude by observations of ☉ | 41° 04' N. | " |
| Position at 8 A. M. | Longitude by chronometer from previous observations of ☉ | 70° 56' W. | " |
| | Latitude by Bearings of Beantons Reef Lightship | 41° 25' N. | " |
| | Longitude by " " " " | 71° 02' W. | " |
| Position at 8 P. M. | Latitude by " " " " " " | 40° 38' N. | " |
| | Longitude by " " " " " " | 70° 02' W. | " |

Current during the time, knots per hour, setting to the

Error of the Compass by Azimuth ☉ observed at, ship's head

Deviation of the Compass by Azimuth ☉ observed at, ship's head

Error of the Compass by Azimuth ☉ observed at, ship's head

Deviation of the Compass by Azimuth ☉ observed at, ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

400 gallons.

2400 "

3 tons 960 lbs.

107 - 650 "

| P. M. | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-------|-------------|-----|--|--|-------|----|----|----|----|-------------|-------|---|---|
| 1 | 6 | 0 | 7.6 | S. E. | S. E. | 2-3 | | | 30.34 | 71 | 72 | 67 | 68 | b. c. m. | curr. | 8 | 8 |
| 2 | 6 | 0 | 13.6 | " | S. E. by S. | 3 | | | 30.34 | 71 | 72 | 67 | 70 | " | curr. | 8 | |
| 3 | 6 | 0 | 19.5 | " | S. E. | 3 | | | 30.34 | 71 | 72 | 67 | 71 | " | " | 7 | |
| 4 | 6 | 0 | 25.5 | " | S. E. by E. | 3 | | | 30.34 | 70 | 71 | 67 | 72 | " | " | 6 | |
| 5 | 6 | 1 | 31.6 | " | " | 1 | | | 30.33 | 68 | 69 | 65 | 71 | " | " | 1 | |
| 6 | 5 | 9 | 37.5 | " | " | 1 | | | 30.32 | 67 | 67 | 64 | 69 | " | " | 1 | |
| 7 | 5 | 5 | 41.9 | " | " | 1 | | | 30.27 | 66 | 66 | 63 | 69 | o. c. | curr. | 0 | |
| 8 | 5 | 3 | 48.2 | " | " | 1 | | | 30.28 | 65 | 65 | 62 | 69 | " | curr. | 0 | |
| 9 | 6 | 3 | 53.5 | " | " | 0-1 | | | 30.31 | 62 | 64 | 61 | 69 | o. c. m. w. | " | 0 | |
| 10 | 6 | 3 | 58.8 | " | S. E. | 0-1 | | | 30.27 | 62 | 64 | 61 | 69 | " | " | 0 | |
| 11 | 6 | 5 | 64.3 | " | " | 0-1 | | | 30.27 | 62 | 62 | 60 | 69 | " | " | 0 | |
| Mid. | 6 | 4 | 69.7 | " | " | 0-1 | | | 30.27 | 62 | 62 | 60 | 69 | " | " | 0 | |

under the command of

Commander Louis Kingsley
Tuesday, July 17

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and bright moonlight until about 3.00 when a thick fog set in. Calms. Steady barometer. Banked fires in boilers B. C. and D.

From 4 to 8 A.M.

George R. Evans,

Ensign U. S. N.

Light air from S.E. and calms. Foggy first two hours, partly clearing last two. Spread fires at 5.00 under boilers B. C. and D. At 6.30 unmoored and started ahead. Standing out of Newport Harbor under steam alone. Commanding Officer coming until 7.30, when with Breton Reef Light Ship ahead and distant about 400 yards; set course S.E. $1\frac{1}{2}$ E. per Standard, and put on patent log reading 74.7. Position from point of departure. Lat. $41^{\circ}25'$ N., Long. $71^{\circ}21'$ W. At 6.30 made General signal "Sub. 4890." Ensignment answered 904. Enlisted A. G. Sharp, ex Landman to serve three (3) years from this date July 17, 1894. Draught of ship forward $13'7\frac{1}{2}"$; aft $16'5\frac{1}{2}"$. Average steam 55 lbs. Revolutions 43.

From 8 A.M. to Merid.

Cloudy and misty. Light to gentle breeze from S.E. At 9.30 mustered at quarters. Absent without leave. Cox Thomas (T. 1st) and L. E. Wilson (L. E. 1st) tested flood cocks and found them in good working order. Divisional drill for General Quarters until 10.45, then practical seamanship for watch below until 11.15. Steaming with fire under boilers B. C. and D. Course S.E. $1\frac{1}{2}$ E. until 11 o'clock when it was changed to S.E. Temperature forward magazine $71^{\circ}70'$, after magazine $71^{\circ}71'$. Average revolutions 43. Steam pressure 55 lbs. By order of Commanding Officer, J. F. Kelley (Act.) was rated to browns and gun saw acting appointment as such.

George R. Evans,
Ensign U. S. N.

From Merid. to 4 P.M.

Fine weather first three hours, running into damp foggy weather last hour. Under steam alone, fires under boilers B. C. and D., steering course S.E. Deck mow and mizen topmast staysails and gaff topsail. Instructed apprentices of watch below in gunnery. Deck apprentices of both watches left for exercise, also gave instruction in log and lead lines. Average steam pressure 55 lbs. Average number of revolutions 43.

George R. Evans,

Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and misty. Light air from S.E. by S. Barometer falling. Exchanged colors with a German steamer standing to the westward. Torval sail in sight during watch. At end of watch under steam in boilers B. C. and D., on course S.E. Average steam 55 lbs. Average revolutions 43.

J. F. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Cloudy and hazy. Calms and light air from S.E. by S. and S.E. Ship on her course S.E. (pc) under steam in boilers B. C. and D. Sea smooth. Average steam 55 lbs. Average revolutions 43.

W. B. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy,
Lieutenant U. S. N. Navigator.

| Hour. | Min. | Sec. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Force of Wind, by symbols. | Direction of Wind, by symbols. | State of the Sea. |
|-------|------|------|------------------------|--------------------------------------|--------------------------------|--------|-------|-------------------------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------|-----------------------------------|------------------------------|----------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heat. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Sky, in 10ths. | | | | | |
| A. M. | 72 | 3 | | | | | | | | | | | | | | | | | |
| 1 | 6 | 8 | 75.8 | S.E. | S.E. by E. | 1 | 0 | 0 | 30.30 | 63 | 63 | 61 | 65 | 0. m. | — | 0 | 0 | 0 | 0 |
| 2 | 6 | 8 | 80.8 | " | " | 1 | 0 | 0 | 30.30 | 62 | 62 | 60 | 64 | " | " | 0 | 0 | 0 | 0 |
| 3 | 6 | 2 | 85.6 | " | East | 1 | 0 | 0 | 30.29 | 61 | 61 | 59 | 64 | 0. f. | " | 0 | 0 | 0 | 0 |
| 4 | 6 | 2 | 90.3 | " | " | 1 | 0 | 0 | 30.29 | 61 | 61 | 59 | 64 | " | " | 0 | 0 | 0 | 0 |
| 5 | 5 | 6 | 95.1 | " | " | 1 | 0 | 0 | 30.29 | 60 | 62 | 60 | 64 | f. | " | 0 | 0 | 0 | 0 |
| 6 | 0 | 5 | 97.8 | S. S. E. | N.E. by E. | 1.2 | 0 | 0 | 30.29 | 60 | 61 | 60 | 64 | " | " | 0 | 0 | 0 | 0 |
| 7 | 1 | 5 | 100.0 | S.E. | " | 2 | 0 | 0 | 30.29 | 60 | 61 | 60 | 65 | " | " | 0 | 0 | 0 | 0 |
| 8 | 1 | 8 | " | " | " | 2 | 0 | 1/2 | 30.29 | 60 | 61 | 59 | 66 | " | " | 0 | 0 | 0 | 0 |
| 9 | 1 | 0 | " | " | " | 1.2 | 0 | 3/4 | 30.32 | 60 | 61 | 60 | 68 | 0. s. | num. | 0 | 0 | 0 | 0 |
| 10 | 0 | 5 | " | S.E. 1/4 E. | " | 1.2 | 0 | 3/4 | 30.31 | 60 | 62 | 60 | 69 | " | num. | 0 | 0 | 0 | 0 |
| 11 | 0 | 5 | " | S.E. 1/2 E. | " | 0-1 | 0 | 3/4 | 30.31 | 63 | 63 | 61 | 69 | b. c. m. | num. | 1 | 0 | 0 | 0 |
| Noon. | 0 | 5 | " | S.E. | " | 0-1 | 0 | 3/4 | 30.31 | 63 | 64 | 62 | 69 | " | " | 1 | 0 | 0 | 0 |

113.3 Distance run by Log.

Course and distance made good since preceding noon by observations, S 50° E. 12.3 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 39° 59' N. " |
| | Longitude by D. R. | 68° 51' W. " |
| | Latitude by observations of ☉ | 39° 42' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | Cloudy — — — |
| Position at 8 A. M. | Latitude by D. R. | 46° 01' N. " |
| | Longitude by D. R. | 68° 51' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 39° 41' N. " |
| | Longitude by Chronometer from afternoon observation | 68° 38' W. " |

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 200 "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, 9 tons 720 lbs.

Coal remaining on hand at Noon, 97 " 1170 "

| P. M. | Hour. | Min. | Sec. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heat. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Force of Wind, by symbols. | Direction of Wind, by symbols. | State of the Sea. |
|-------|-------|------|-------|------------------------|--------------------------------------|--------------------------------|--------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|--------------------------------|-------------------|
| 1 | 1 | 0 | 100.0 | S.E. by E. | North | 0-1 | 0 | 1/2 | 30.32 | 63 | 64 | 62 | 69 | b. c. m. | num. | 1 | 0 | 0 | 0 |
| 2 | 0 | 5 | " | S.E. | " | 0-1 | 0 | 0 | 30.31 | 64 | 65 | 63 | 69 | " | " | 2 | 0 | 0 | 0 |
| 3 | 1 | 5 | " | East | " | 1.2 | 0 | 0 | 30.31 | 64 | 65 | 62 | 69 | " | num. | 5 | 0 | 0 | 0 |
| 4 | 1 | 5 | " | " | " | 1.2 | 0 | 0 | 30.30 | 64 | 65 | 62 | 69 | " | " | 5 | 0 | 0 | 0 |
| 5 | 0 | 5 | " | E. S. E. 1/2 E. | " | 1.2 | 0 | 1/2 | 30.29 | 64 | 65 | 62 | 69 | " | " | 5 | 0 | 0 | 0 |
| 6 | 0 | 6 | " | S.E. by E. | " | 1 | 0 | 1/2 | 30.30 | 62 | 63 | 61 | 69 | " | " | 3 | 0 | 0 | 0 |
| 7 | 0 | 9 | " | S.E. | North | 1 | 0 | 1/2 | 30.31 | 61 | 62 | 60 | 69 | " | " | 4 | 0 | 0 | 0 |
| 8 | 0 | 7 | " | East | North | 1 | 0 | 1/2 | 30.31 | 60 | 61 | 60 | 69 | " | " | 6 | 0 | 0 | 0 |
| 9 | 0 | 4 | " | S.E. by E. | Calms. | 0 | 0 | 1/2 | 30.31 | 61 | 62 | 61 | 69 | 0. c. m. | num. | 0 | 0 | 0 | 0 |
| 10 | 0 | 5 | " | E. S. E. | North | 0-1 | 0 | 1/2 | 30.28 | 62 | 62 | 61 | 70 | " | " | 0 | 0 | 0 | 0 |
| 11 | 0 | 6 | " | " | " | 0-1 | 0 | 1/2 | 30.27 | 62 | 62 | 61 | 70 | " | " | 0 | 0 | 0 | 0 |
| Mid. | — | — | — | No straggling | Calms. | 0 | 0 | 0 | 30.27 | 62 | 62 | 61 | 70 | " | " | 0 | 0 | 0 | 0 |

Commander Louis Kingsley
Wednesday, July 18

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light air from S.E. by E. and East. Overcast and misty, first half foggy after 2.30. Flowed down and condensed fog whistle at intervals after 2.30. Smooth sea. Under steam alone on course S.E. per Standard. Airways steam 55 lbs. Revolution 43. Apprentices at the wheel.

Geo. R. Beach

From 4 to 8 A.M.

Dense fog. Light air and breeze from East and N.E. by E. Steaming until 5.30 when steam was allowed to run down and fire die out under boiler B. and D. Banked fires under boiler B, and commenced distilling. At 4.30 made sail to topsails and at 6 o'clock, set all sail except mainmast and gaff top-sail. Under these conditions we to sail at end of watch. At 5.30 hauled in jib and reefing 97.8 knots. Course S.E. Apprentices at the wheel.

H. Russell

From 8 A.M. to Merid

Fog lifted at about 8.30. Cloudy and damp remainder of watch. Very light air from N.E. by E. Barometer steady. Distilling with banked fires under boiler B. At 9.30 mustered and inspected at quarters after which exercised at sail drill, viz.: reefed topsails, single, double and low, furling for top-sail. Lower mainmast and reefed courses; furling light sails and sent down royal yards; sent up royal yards and made all plain sail except single reef in mainmast set main topmast and mizzen topmast staysails. Dropped life buoy and picked it up in four minutes. Course East, by the wind on port tack, making about S.E. Apprentices at the wheel. Temperature of magazines 71°-70° forward, 70°-70° aft. Abseaters without leave, Cox. Foreman & 1 cl. and 1 cl. & 6 Wilson & Co.

George R. Brown.

From Merid. to 4 P.M.

Bazy and cloudy, clearing during last hour. Light air to light breeze from North. Barometer steady. At 10 o'clock picked up all bags and inspected life clothing and made out regular monthly clothing requisitions. Gunner's gang overhauled and cleaned spare articles and accessory boxes of secondary battery. At end of watch under all plain sail to royals (except single reef in mainmast) all topmast staysails and main top-sail on course East. Distilling with banked fires under boiler B. Apprentices at the wheel.

N. A. Goldman

From 4 to 8 P.M.

Generally cloudy and hazy. Light air from North and N.W. Course East (per) Ship full and by with bark stowage. At 7 o'clock hauled down and stowed flying jib, main and mizzen topmast staysails, took in and furling royals, took in main top-sail, topgallant sails and set single reef in topsails, after which set topgallant sails. Apprentices at the wheel. At end of watch ship by the wind on port tack under jib for topmast staysail, topgallant sails, single reefed topsails, foresail, single reefed mainmast and spanker. Distilling with banked fires under boiler B.

W. H. Raperton.

From 8 P.M. to Midnight.

Light air from North and calm. Overcast. Moon rose at 8.18 and showed through clouds last hour. Smooth sea. Hauled up mainmast at 11.55. At end of watch under jib, for topmast staysail spanker, foresail and topgallant sails on single reefed topsails. Distilling with banked fires under boiler B. Apprentices at the wheel.

Examined and found to be correct.

Geo. R. Beach

J. B. Mitten,

Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex, Third Rate,
Making passage from Newport, R. I. to Southampton, England.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Degree of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|-------|------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|--------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heav. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | | | | |
| A. M. | 8 | 7 | | | | | | | | | | | | | | |
| 1 | 0 | 0 | Fixed in | No steering way | Balm | 0 | 0 | 0 | 30.26 | 64 | 63 | 61 | 70 | b.c.m. | cumulus 2 | 9 |
| 2 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.25 | 64 | 63 | 61 | 70 | " | cumulus 8 | " |
| 3 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.24 | 64 | 63 | 61 | 70 | " | " 9 | " |
| 4 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.25 | 64 | 63 | 61 | 70 | " | " 9 | " |
| 5 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.25 | 66 | 64 | 63 | 70 | " | " 8 | " |
| 6 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.25 | 68 | 67 | 65 | 70 | " | " 9 | " |
| 7 | 0 | 8 | " | East | Ch. by S. | 0-1 | 0 | 0 | 30.24 | 69 | 68 | 67 | 70 | b.c. | cir. 9 | " |
| 8 | 1 | 2 | " | " | " | 0-1 | 0 | 0 | 30.25 | 70 | 68 | 66 | 70 | " | " 9 | " |
| 9 | 0 | 9 | " | " | " | 0-1 | 0 | 0 | 30.25 | 70 | 68 | 66 | 70 | " | " 9 | " |
| 10 | 0 | 6 | " | " | " | 0-1 | 0 | 0 | 30.24 | 72 | 69 | 67 | 71 | " | cum. 6 | " |
| 11 | 2 | 2 | 97.9 | " | S. S. W. | 2 | 0 | 0 | 30.26 | 73 | 71 | 68 | 71 | " | " 4 | " |
| Noon. | 3 | 0 | 99.5 | " | " | 3 | 0 | 0 | 30.26 | 74 | 72 | 69 | 71 | " | " 5 | " |

17 4 Distance run by Log.

Course and distance made good since preceding noon by observations, $787^{\circ} E$.

25 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 39° 42' N. " |
| | Longitude by D. R. | 68° 30' W. " |
| | Latitude by observations of ☉ | 39° 40' N. " |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 68° 30' W. " |
| | Latitude by D. R. from Noon | 39° 41' N. " |
| | Longitude by observation | 68° 28' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 39° 47' N. " |
| | Longitude by chronometer from Afternoon observation | 67° 47' W. " |

Current during the time, 8 knots tenths per hour, setting to the $782^{\circ} E$.

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

800 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

1 tons 2160 lbs.

Coal remaining on hand at Noon,

95 " 1250 "

| | | | | | | | | | | | | | | | | |
|-------|---|---|-------|---------|-----------|-----|---|---|-------|----|----|----|----|---------|-----------|---|
| P. M. | 1 | 6 | 100.5 | East | Ch. by S. | 3 | 0 | 0 | 30.24 | 73 | 72 | 68 | 71 | b.c.m. | cumulus 4 | 9 |
| 1 | 1 | 6 | 102.4 | 6.12 N. | " | 3 | 0 | 0 | 30.24 | 73 | 71 | 68 | 70 | " | " 6 | " |
| 2 | 3 | 0 | 5.1 | " | " | 3 | 0 | 0 | 30.22 | 73 | 71 | 68 | 70 | " | " 5 | " |
| 3 | 3 | 0 | 8.1 | " | " | 3 | 0 | 0 | 30.21 | 73 | 71 | 68 | 70 | " | " 4 | " |
| 4 | 3 | 0 | 10.7 | " | " | 3 | 0 | 0 | 30.21 | 72 | 70 | 68 | 68 | " | " 4 | " |
| 5 | 3 | 1 | 13.8 | " | " | 3 | 0 | 0 | 30.16 | 72 | 70 | 68 | 69 | " | " 2 | " |
| 6 | 3 | 5 | 92.6 | " | " | 3 | 0 | 0 | 30.14 | 72 | 70 | 68 | 69 | " | " 2 | " |
| 7 | 3 | 7 | 99.3 | " | " | 3 | 0 | 0 | 30.14 | 71 | 69 | 68 | 69 | " | " 2 | " |
| 8 | 3 | 5 | 3.1 | " | " | 3 | 0 | 0 | 30.15 | 71 | 69 | 68 | 69 | " | " 2 | " |
| 9 | 4 | 7 | 7.8 | " | " | 3 | 2 | 0 | 30.15 | 71 | 69 | 68 | 69 | " | cum. 7 | " |
| 10 | 4 | 1 | 11.9 | " | Ch. by S. | 3 | 2 | 0 | 30.15 | 71 | 69 | 68 | 68 | " | " 4 | " |
| 11 | 4 | 6 | 16.5 | " | " | 3 | 2 | 0 | 30.15 | 71 | 69 | 68 | 73 | " | " 5 | " |
| Mid. | 4 | 8 | 21.5 | " | Ch. by S. | 3.4 | 2 | 0 | 30.14 | 71 | 69 | 68 | 76 | b.c.m.w | " 5 | " |

44. 2

under the command of

Commander Louis Kingsley
Thursday, July 19

, U. S. Navy,
1894

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Misty. Calm. Course East. At 3 A.M. took in speaker with this exception, under same sail as in preceding watch. Distilling. Banked fires under boiler B. Apprentices at the wheel.

From 4 to 8 A.M.

J. H. Purcell
Lieutenant U. S. N.

Fine weather. Calms. After 5.00 very light westerly air. Barometer steady. Took out reefs from topsails, made all plain sail, except speaker and weather clew of mainsail. Distilling with fires banked under boiler B. After about 6.30 m. course East. Apprentices at the wheel.

James R. Reeves,

From 8 A.M. to Merid.

Ensign U. S. N.

Clear and pleasant. Light air to gentle breeze from N. by E. to E. by N. Barometer steady. At 9.30 mustered and inspected crew at quarters: About without leave, Com. James (C. 1st) and G. E. Wilson (C. P.). From 9.40 to 10.40 exercised all hands at shortening sail, furling sail, lowering and setting sail. At 11.00 clock rigged out spar flying jib on starboard side as lower studding sail and set speaker, speaker gaff topsail and spar royal rigged as mizzen topsail. Instructed apprentices in gear used in setting these sail. At end of watch under all plain sail to royals (except single reef in mainsail) all topmast staysails, starboard lower studding sail mizzen topsail and speaker gaff topsail, on course East. Distilling with banked fires under boiler B. Apprentices at the wheel. Temperature of magazines 71° 71° aft.

A. C. Holman
Ensign U. S. N.

From Merid. to 4 P.M.

Fair and pleasant. Gentle breeze from E. by S. Sent out clothing and small stores. Course East (p.c.) until 12.30 P.M., when it was changed to E. by N. (p.c.) Ship on her course under same sail as at end of previous watch and in addition the main topsail with head hauled down. Apprentices at the wheel. Distilling with fires banked under boiler B. Gunner engaged repairing the division tube.

W. B. Caperton
Lieutenant U. S. N.

From 4 to 8 P.M.

Gentle breeze from E. by S., steady in force and direction. Cloudy. Smooth sea. At 7.00 reduced sail to jib, fore topmast staysail, fore of main topsail, speaker fore sail single reefed mainsail and topgallant sails on single reefed topsails. Distilling with fires banked under boiler B. Apprentices at the wheel.

G. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Drier and drier. Gentle breeze from E. by S., increasing to moderate breeze last hour and arriving at N. E. by E. From now about 9.50. Ship on her course E. by N. (p.c.) under same sail as at end of previous watch. Ran into Gulf Stream between 10 and 11.00 clock, as temperature of sea water now 6 degrees. Apprentices at the wheel. Distilling with fires banked under boiler B.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Newport, R. I. to Southampton, England.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Barometer. | TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Range of Vision, in miles. | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|-------------------|----|
| | | | | | Direction by Standard Compass. | Force. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 5 | 6 | 26.1 | E. 1/2 N. | Ch. by S. | 4 | 0 | 0 | 30.13 | 73 | 72 | 71 | 78 | b. m. w. | cum. | 4 | 3 |
| 2 | 5 | 2 | 31.3 | " | " | 4 | 0 | 0 | 30.12 | 73 | 72 | 71 | 77 | " | " | 4 | " |
| 3 | 6 | 1 | 37.4 | " | West. | 4.5 | 0 | 0 | 30.12 | 73 | 72 | 71 | 77 | " | cum. mist. | 3 | E. |
| 4 | 6 | 1 | 43.5 | " | " | 4.5 | 0 | 0 | 30.12 | 74 | 72 | 71 | 77 | " | " | 2 | " |
| 5 | 6 | 5 | 49.6 | " | " | 4.5 | 0 | 0 | 30.11 | 74 | 72 | 71 | 75 | O. C. | " | 0 | W. |
| 6 | 6 | 5 | 55.8 | " | Ch. by N. | 4.5 | 0 | 0 | 30.10 | 74 | 72 | 71 | 75 | b. c. | " | 2 | " |
| 7 | 6 | 5 | 62.0 | " | " | 4.5 | 0 | 0 | 30.09 | 75 | 73 | 71 | 74 | " | cir. cum. | 1 | " |
| 8 | 5 | 9 | 67.9 | " | " | 4.5 | 0 | 0 | 30.07 | 75 | 73 | 72 | 74 | " | " | 2 | " |
| 9 | 5 | 1 | 73.0 | " | West | 4 | 0 | 0 | 30.08 | 76 | 75 | 73 | 69 | " | cum. | 2 | " |
| 10 | 6 | 0 | 78.9 | " | " | 4 | 0 | 0 | 30.07 | 76 | 75 | 73 | 75 | " | " | 2 | " |
| 11 | 6 | 2 | 83.1 | " | " | 4 | 0 | 0 | 30.06 | 76 | 75 | 73 | 80 | " | " | 2 | " |
| Noon. | 5 | | 92.2 | " | " | 4 | 0 | 0 | 30.05 | 76 | 75 | 73 | 80 | " | " | 2 | " |

116 4 Distance run by Log.

Course and distance made good since preceding noon by observations, N 73° E

110 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 40 0 11 N. " |
| | Longitude by D. R. | 65 0 53 W. " |
| | Latitude by observations of ☉ | 40 0 10 N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 65 0 58 W. " |
| Position at 3 A. M. | Latitude by D. R. from Noon | 40 0 05 N. " |
| | Longitude by observation | 66 0 28 W. " |
| Position at 3 P. M. | Latitude by D. R. from Noon | 40 0 15 N. " |
| | Longitude by Chronometer from afternoon observations | 65 0 08 W. " |

Current during the time, 4 knots tenths per hour, setting to the S 76° W.

| | | |
|---|-------------|-------------------|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | variation used, 0 |
| Water expended during the preceding 24 hours, | | 4 00 gallons. |
| Water distilled during the preceding 24 hours, | | 5 20 " |
| Water remaining on hand fit for use at Noon, | | 27 20 " |
| Coal consumed during the preceding 24 hours, | 1 tons | 7 60 lbs. |
| Coal remaining on hand at Noon, | | 94 - 4 90 " |

| | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------|-----------|-------|---|-------|----|----|----|----------|-----------|---|----|
| P. M. | 3 | 3 | 95.8 | E. 1/2 N. | Ch. N. W. | 5 2 | 0 | 30.05 | 77 | 76 | 74 | b. c. | cir. cum. | 3 | W. |
| 1 | 3 | 3 | 99.1 | E. 1/2 S. | " | 5 2 | 0 | 30.04 | 77 | 76 | 74 | " | " | 2 | " |
| 2 | 6 | 4 | 5.5 | " | " | 5 2 | 0 | 30.03 | 77 | 77 | 75 | " | " | 5 | " |
| 3 | 6 | 0 | 11.7 | " | " | 5 2 | 0 | 30.03 | 78 | 78 | 76 | " | " | 5 | " |
| 4 | 6 | 0 | 17.7 | " | Ch. by N. | 5 5.2 | 0 | 29.96 | 76 | 77 | 74 | " | " | 3 | " |
| 5 | 6 | 5 | 23.2 | " | " | 5 5.2 | 0 | 29.96 | 76 | 76 | 74 | " | " | 2 | " |
| 6 | 5 | 3 | 29.5 | " | " | 5 5.2 | 0 | 29.96 | 77 | 76 | 74 | " | cir. cum. | 2 | " |
| 7 | 5 | 4 | 33.8 | " | " | 5 5.2 | 0 | 29.96 | 77 | 76 | 74 | " | " | 1 | " |
| 8 | 5 | 4 | 39.2 | " | " | 5 5.2 | 0 | 29.97 | 77 | 76 | 74 | b. c. w. | " | 1 | " |
| 9 | 5 | 0 | 44.1 | " | " | 5 5.2 | 0 | 29.97 | 77 | 76 | 74 | " | " | 1 | " |
| 10 | 4 | 8 | 48.9 | " | " | 4 5.2 | 0 | 29.97 | 77 | 76 | 74 | " | " | 0 | " |
| 11 | 4 | 5 | 53.4 | " | " | 4 5.2 | 0 | 29.98 | 77 | 76 | 74 | O. C. w. | " | 0 | " |
| Mid. | 4 | 8 | 58.2 | " | " | 4 5.2 | 0 | 29.98 | 77 | 76 | 74 | " | " | 0 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Moderate to stiff breeze from N. by E. and West. Course E. 1/2 N. At about 2.00 took in main topsail and spunker; under for topmast staysail, jib, foresail, single reefed mainsail, single reefed topsails and topgallant sails. Barometer steady. Bree backed under boiler B. Stopped distilling at about 2.40. Apprentices at the wheel.

From 4 to 8 A.M.

George R. Evans, Ensign U.S.N.

Cloudy. Moderate to stiff breeze from West to N. by N. Barometer falling slightly. At 4.30 took reef out of topsails and set royals. At 6.30 flushed bilges with steam fire hose. At 6.30 started evaporator. At end of watch under all plain sail to royals except flying jib, spunker, single reef in mainsail, on course E. 1/2 N. Apprentices at the wheel. Distilling with backed fire under boiler B.

N. A. Colman, Ensign U.S.N.

From 8 A.M. to Merid.

Cloudy but pleasant. Moderate breeze from West. Course E. 1/2 N. (p.c.) At 8.30 set main and mizzen topmast staysails and at 9 o'clock set spunker; at 9.15 hauled down main topmast staysail as it would not draw. At 9.30 mustered at quarters and had devotional duties. By order of Commanding Officer (C. Foreman (P. 1 cl.) having been absent on liberty few days, was declared a deserter from the 10th instant. Cleared bilges. At 10.30 stopped distilling and allowed fire under boiler B to die out. Gunner's gang at work cleaning out, and oiling, bolts of main battery, and cleaning rifles. At end of watch ship on her course, under for main and mizzen topmast staysails and all plain sail to royals except flying jib and a single reef in mainsail. Apprentices at the wheel. Temperature of sea water rose 11° during watch. At 11 A.M. discovered the starboard rudder chain was carried away about two links from the rudder. Temperature of magazine 71°, 71°, forward, 71°, 71°, aft.

W. R. Caperton, Lieutenant U.S.N.

From Merid. to 4 P.M.

Stiff breeze from N. N.W. Partly cloudy. Moderate following sea. At 12.30 changed course to N. 1/2 E, per Standard. Exercised boys at mauling gear. At 3.30 sounded the fire alarm. Started pumps at 3.30, getting the first stream in one minute. Got up provisions for abandoning ship, and mustered crew aboard their boats. Secured at 3.54. Under all plain sail to royals except flying jib and a single reef in the mainsail. Apprentices at the wheel.

George R. Evans, Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Stiff breeze from N. by N. Course E. 1/2 E. Moderate following sea. At 5 P.M. took in mizzen topmast staysail. At 7 P.M. took in the spunker. At 7.25 took in royals and put single reef in the topsails and all topgallant sails and hauled up mainsail. Apprentices at the wheel.

J. B. Purcell, Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy. Moderate breeze from N. by N. Course E. 1/2 E. Under same sail as at end of watch preceding. Apprentices at the wheel.

George R. Evans.

Ensign U.S.N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport, R.I. to Southampton, England.

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|----------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|------------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|------------------------------|-------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | BAROMETER TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Clear Sky, in fths. | State of the Sea. | |
| | | | | | | | | | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | | | | | Water at Surface. |
| A. M. 45 | 7 | | | | | | | | | | | | | | | | |
| 1 | 5 | 2 | 63.4 | E 1/2 S. | N. N. W. | 4 | 2.5 | 0 | 29.98 | 77 | 76 | 73 | 80 | o.c. | cum. | 0 | M |
| 2 | 4 | 6 | 68.0 | " | " | 4 | 4.6 | 0 | 29.99 | 77 | 76 | 73 | 78 | " | " | 0 | " |
| 3 | 4 | 7 | 72.7 | " | " | 4 | 4.6 | 0 | 29.99 | 75 | 75 | 72 | 70 | " | " | 0 | " |
| 4 | 4 | 3 | 77.0 | " | " | 3.4 | 2.5 | 0 | 29.97 | 74 | 74 | 71 | 70 | " | " | 0 | " |
| 5 | 3 | 5 | 80.4 | " | N. W. | 3.4 | 2.5 | 0 | 29.97 | 73 | 73 | 70 | 70 | " | " | 0 | L. |
| 6 | 4 | 2 | 84.0 | " | " | 3.4 | 3.7 | 0 | 29.96 | 73 | 73 | 70 | 70 | b.c. | " | 1 | " |
| 7 | 3 | 8 | 87.8 | " | " | 3.4 | 3.7 | 0 | 29.95 | 73 | 73 | 71 | 70 | " | " | 2 | " |
| 8 | 3 | 5 | 90.5 | " | " | 3 | 3.7 | 0 | 29.94 | 73 | 73 | 71 | 70 | " | " | 1 | " |
| 9 | 2 | 6 | 93.1 | " | N. W. by N. | 3 | 2.5 | 0 | 29.97 | 74 | 74 | 72 | 71 | b.o.m. | " | 2 | " |
| 10 | 2 | 9 | 96.0 | " | " | 3 | 2.5 | 0 | 29.97 | 74 | 74 | 72 | 69 | " | " | 4 | " |
| 11 | 1 | 6 | 97.6 | " | " | 2 | 2.4 | 0 | 29.97 | 75 | 75 | 74 | 70 | " | " | 4 | " |
| Noon. | 1 | 0 | 97.8 | " | " | 1 | 2.4 | 0 | 29.97 | 75 | 75 | 74 | 70 | " | " | 4 | " |

107.6 Distance run by log.

Course and distance made good since preceding noon by observations, *N 85° E.*

105 knots. tenths.

| | | |
|---------------------|---|-------------|
| Position at Noon: | Latitude by D. R. | 40 0 22. N. |
| | Longitude by D. R. | 63 0 40. W. |
| | Latitude by observations of ☉ | 40 0 19. N. |
| Position at 8 A. M. | Longitude by chronometer from Forenoon Observations of ☉ | 63 0 37. W. |
| | Latitude by <i>D. R. from Noon</i> | 40 0 18. N. |
| Position at 8 P. M. | Longitude by <i>observations</i> | 63 0 47. W. |
| | Latitude by <i>D. R. from Noon</i> | 40 0 20. N. |
| | Longitude by <i>chronometer from afternoon observations</i> | 63 0 16. W. |

Current during the time, 4 knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at 5.35 P.M., ship's head *E 1/2 S.*

16 0 03. W.

Deviation of the Compass by Azimuth ☉ observed at 5.35 P.M., ship's head *E 1/2 S.*

4 0 22. E.

variation used, 16 0 30 W.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

2320 "

Water remaining on hand fit for use at Noon,

tons 400 lbs.

Coal consumed during the preceding 24 hours,

94 " 90 "

Coal remaining on hand at Noon,

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | Force. | Heel. | Leeway. | Height in inches. | Ther. at'd. | Air, Dry Bulb. | Air, Wet Bulb. | Water, Surface. | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Prop. of Clear Sky, in fths. | State of the Sea. |
|-------|--------|---------|------------------------|-------------------------------------|----------|--------|-------|---------|-------------------|-------------|----------------|----------------|-----------------|-----------------------------------|------------------------------|------------------------------|-------------------|
| 1 | 0 | 8 | 98.1 | E 1/2 S. | N. N. W. | | 1 | 0 | 0 | 29.98 | 78 | 77 | 74 | 72 | b.o.m. | cum. | 4 |
| 2 | 0 | 8 | 100.2 | " | " | | 1 | 0 | 0 | 29.97 | 78 | 77 | 75 | 80 | " | " | 4 |
| 3 | 1 | 2 | " | " | " | | 2 | 0 | 0 | 29.97 | 78 | 77 | 75 | 78 | " | " | 4 |
| 4 | 1 | 3 | " | " | " | | 2 | 0 | 0 | 29.97 | 78 | 78 | 75 | 77 | " | " | 4 |
| 5 | 1 | 5 | " | " | " | | 2 | 0 | 0 | 29.98 | 78 | 78 | 75 | 77 | " | " | 3 |
| 6 | 1 | 8 | " | " | " | | 2 | 0 | 0 | 29.99 | 78 | 78 | 75 | 77 | b.c. | cum. mil. | 0 |
| 7 | 1 | 7 | " | " | " | | 2 | 0 | 0 | 30.00 | 77 | 77 | 74 | 74 | b.c. | " | 1 |
| 8 | 1 | 8 | " | " | " | | 2 | 0 | 0 | 30.01 | 77 | 77 | 74 | 76 | " | " | 2 |
| 9 | 2 | 8 | 98.1 | " | N. by N. | | 3 | 0 | 0 | 30.01 | 77 | 76 | 75 | 76 | " | cum. | 8 |
| 10 | 2 | 8 | 100.2 | " | " | | 3 | 0 | 0 | 30.01 | 77 | 76 | 75 | 76 | " | " | 8 |
| 11 | 2 | 0 | 101.5 | " | " | | 3 | 0 | 0 | 30.01 | 77 | 76 | 75 | 76 | b. | now | 10 |
| Mid. | 1 | 8 | 2.5 | " | " | | 3 | 0 | 0 | 30.01 | 77 | 76 | 74 | 76 | " | " | 10 |

Commander Louis Kingsley
Saturday, July 21

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Breeze and pleasant. Moderate breeze from N.W. Barometer steady. At end of watch under jib, fore topmast staysail, foreail, eagle reefed topsails and topgallant sails, on course E. 1/2 S. Apprentice at the wheel.

N. P. Coleman
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy. Gentle to moderate breeze from N.W. Course E. 1/2 S. (go). At 4.30 the steamer 'Forester' with no colors flying passed close aboard bow to the Ed. At 4.30 shot reefed out of topsails and made all plain sail to royals except flying jib and weather clew of mainmast and set mizzen topmast staysail. Long swell from N. et al. At end of watch ship on her course, under fore and mizzen topmast staysails and all plain sail to royals except flying jib and weather clew of mainmast. Apprentice at the wheel. At 8.00 hauled in patent log and found it failed with turn; cleared it and put it on again at 8.05 reading 90.6 miles.

W. K. Caperton
Lieutenant U.S.N.

From 8 A.M. to Period.

Gentle breeze to light air from N.W. by N. Cloudy and warm. Long swell from N.W. and N.E. Arrived bidding. Large E. Wilson, Coal Passer, having been absent without leave from July 11th was this day declared a deserter. At 11.55 took in mizzen topmast staysail and sparker. At end of watch under plain sail to royals except flying jib, sparker and weather clew of eagle reefed mainmast, Apprentice at the wheel. Temperature of magazines 73° 75° forward, 71° 71° aft.

J. R. Black
Lieutenant U.S.N.

From Period to 4 P.M.

Clear. Misty. Light air and breeze from N.W. Course E. 1/2 S. At end of watch under same sail as in preceding watch with starboard studding sail, which was set at 1.30. At 1 P.M. hauled in patent log 98.1 knots. Temperature of sea water variable. Apprentice at the wheel.

J. H. Percell
Lieutenant U.S.N.

From 4 to 8 P.M.

Partly cloudy, misty and sultry. Light breeze from N.W. Rising barometer. On course E. 1/2 S. under same sail as preceding watch up to 7.00. Took the English steamer British Princess, exchanged number and signalled, Code pennant H. K. U. S. N.; answered V. J. U. At 7.00 took in lower studding sail; called all hands reef topsails; shortened sail and took on reef in topsails; shot out reef and made sail to royals except flying jib and sparker and eagle reef and weather clew of mainmast. Apprentice at the wheel.

From 8 P.M. to Midnight.

Clear and pleasant. Bright starlight. Gentle breeze from N.W. Barometer steady. At end of watch under all plain sail to royals, except flying jib and weather clew of mainmast and sparker, on course E. 1/2 S. Apprentice at the wheel.

N. P. Coleman
Ensign U.S.N.

J. B. McMillen
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R.I. to Southampton, England.

Third Rate,

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | | | | | | |
|----------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|-------------------------------|-------------------|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. attd. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Clear Sky, in faths. | State of the Sea. |
| A. M. 24 | 3 | | | | | | | | | | | | | | | | |
| 1 | 1 | 5 | 3.4 | E 1/2 S. | By Log. | 2 | 0 | 0 | 30.00 | 76 | 75 | 74 | 78 | b. w. | none | 10 | S. |
| 2 | 1 | 7 | 4.5 | " | By Log. | 2 | 0 | 0 | 30.01 | 76 | 75 | 74 | 78 | " | " | 10 | " |
| 3 | 2 | 7 | 7.2 | " | " | 2.3 | 0 | 0 | 29.98 | 76 | 75 | 74 | 78 | " | " | 10 | " |
| 4 | 2 | 9 | 10.1 | " | " | 2.3 | 0 | 0 | 29.99 | 76 | 75 | 74 | 78 | b. c. w. | cir. cum. | 8 | " |
| 5 | 4 | 2 | 14.3 | " | " | 3 | 0 | 0 | 30.00 | 76 | 75 | 73 | 77 | b. c. | " | 4 | " |
| 6 | 4 | 2 | 18.5 | " | " | 3 | 0 | 0 | 30.00 | 75 | 75 | 73 | 77 | " | cir. cum. | 6 | " |
| 7 | 3 | 5 | 21.8 | " | " | 3 | 0 | 0 | 30.00 | 75 | 75 | 75 | 77 | " | cir. cum. | 8 | " |
| 8 | 3 | 1 | 24.9 | " | " | 3 | 0 | 0 | 30.00 | 75 | 76 | 77 | 77 | " | " | 8 | " |
| 9 | 4 | 4 | 29.3 | " | By H. | 3.4 | 0 | 0 | 30.02 | 78 | 77 | 76 | 78 | " | cir. cum. | 5 | " |
| 10 | 3 | 7 | 33.0 | " | " | 3.4 | 0 | 0 | 30.02 | 79 | 78 | 76 | 78 | " | " | 5 | " |
| 11 | 4 | 2 | 37.2 | " | By H. | 3.4 | 0 | 0 | 30.04 | 80 | 81 | 78 | 78 | " | " | 5 | " |
| Noon. | 4 | 6 | 41.8 | " | " | 3.4 | 0 | 0 | 30.05 | 81 | 82 | 79 | 79 | " | " | 5 | " |

61 0 Distances by Log

Course and distance made good since preceding noon by observations, N 64° E.

95 knots tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 40° 26' N. " |
| | Longitude by D. R. | 62° 18' W. " |
| | Latitude by observations of ☉ | 41° 01' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 61° 46' W. " |
| Position at 8 A. M. | Latitude by D. R. from Noon | 40° 39' N. " |
| | Longitude by observation | 62° 06' W. " |
| Position at 8 P. M. | Latitude by D. R. from Noon | 40° 57' N. " |
| | Longitude by chronometer from Afternoon observation | 60° 44' W. " |

Current during the time, 44 knots tenths per hour, setting to the N 38° E.

| | | |
|---|--------------------------------|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Water expended during the preceding 24 hours, | 400 gallons. | |
| Water | during the preceding 24 hours, | " |
| Water remaining on hand fit for use at Noon, | 1920 " | |
| Coal consumed during the preceding 24 hours, | tons 500 lbs. | |
| Coal remaining on hand at Noon, | 93 - 1830 " | |

| | | | | | | | | | | | | | | | | | |
|-------|---|---|------|----------|---------|-----|---|-----|-------|----|----|----|----|----------------|-----------|---|----|
| P. M. | 2 | 3 | 44.1 | E 1/2 S. | By Log. | 3.4 | 0 | 0 | 30.06 | 80 | 80 | 77 | 79 | b. c. | cir. cum. | 5 | S. |
| 1 | 2 | 1 | 46.2 | E 3/4 S. | " | 3 | 0 | 0 | 30.06 | 80 | 80 | 77 | 79 | " | " | 3 | " |
| 2 | 4 | 7 | 50.9 | " | " | 3 | 0 | 1/4 | 30.06 | 79 | 79 | 77 | 79 | " | cir. cum. | 2 | " |
| 3 | 4 | 3 | 55.2 | " | " | 3 | 0 | 1/4 | 30.05 | 79 | 78 | 77 | 79 | " | cir. cum. | 2 | " |
| 4 | 4 | 0 | 59.2 | " | " | 3.4 | 0 | 1/4 | 30.05 | 79 | 78 | 76 | 79 | " | cir. cum. | 4 | " |
| 5 | 4 | 8 | 64.0 | " | " | 3 | 0 | 0 | 30.05 | 79 | 78 | 76 | 78 | " | " | 3 | " |
| 6 | 3 | 8 | 67.8 | " | " | 3.2 | 0 | 0 | 30.05 | 79 | 78 | 76 | 78 | " | " | 4 | " |
| 7 | 4 | 0 | 71.8 | " | " | 2.3 | 0 | 0 | 30.05 | 79 | 78 | 76 | 78 | " | cir. cum. | 0 | " |
| 8 | 3 | 8 | 76.6 | " | " | 3.4 | 3 | 0 | 30.06 | 78 | 77 | 76 | 78 | b. c. g. p. b. | " | 0 | " |
| 9 | 5 | 0 | 80.6 | " | " | 3.4 | 3 | 0 | 30.06 | 78 | 77 | 75 | 78 | " | " | 0 | " |
| 10 | 4 | 4 | 84.8 | " | " | 3 | 2 | 0 | 30.06 | 78 | 77 | 75 | 78 | " | " | 0 | " |
| 11 | 2 | 9 | 87.7 | " | " | 3 | 2 | 0 | 30.06 | 78 | 77 | 75 | 78 | " | " | 0 | " |
| Mid. | 3 | 2 | 90.8 | " | " | 3 | 2 | 0 | 30.06 | 78 | 77 | 76 | 78 | b. c. g. p. b. | " | 0 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and damp. Bright moonlight and starlight. Light to gentle breeze from N. by E., backing to N. E. Sea smooth. Ship on her course E. 1/2 S. (pc.) under for topmast staysail and all plain sail to royals, except flying jib, port clew of mainmast and spraker. Apprentices at the wheel.

W. H. Caperton
Lieutenant U. S. N.

From 4 to 8 A. M.

Gentle breeze from N. E. Fair and pleasant. Smooth sea. Lighted a two-masted steamer standing to the N. at 4.30. At 4.45 set the flying jib, port clew of mainmast, main and mizzen topmast staysails, spraker and studding sail. Set the mizzen gaff topsail at 7.30. At end of watch under all sail except the main topsail and a single reef in the mainmast. Apprentices at the wheel.

G. R. Pearl
Lieutenant U. S. N.

From 8 A. M. to Merid.

Clear and pleasant. Gentle to moderate breeze from N. by E. and N. E. At 9.30 mustered at quarters. Commanding Officer inspected crew and ship, after which he held Divine Service. Under same sail as in preceding watch, except single reef in mainmast which was shaken out at 11.20 A. M. Apprentices at the wheel. Course E. 1/2 S. Temperature of magazines 73° 72° forward, 73° 73° aft.

H. Percell
Lieutenant U. S. N.

From Merid. to 4 P. M.

Cloudy. Heavy nimbus clouds passing astern of us, accompanied by distant thunder. Gentle breeze from the N. E. to N. by E. Barometer about steady. At 12.30 changed course to E. S. E. Patent log reading 44.1. Under same sail as preceding watch. Apprentices at the wheel.

George R. Combs,

Ensign U. S. N.

From 4 to 8 P. M.

Cloudy and warm. Rain squalls in sight on horizon, with thunder and lightning. Light to moderate variable breeze from S. E. N. Barometer steady. At 7.00 closed royals and stowed flying jib and gaff topsail. At end of watch under full plain sail to topgallant sails and all topmast staysails, on course E. S. E. Apprentices at the wheel.

N. D. Bolson
Ensign U. S. N.

From 8 P. M. to Mid.

Cloudy, squally with passing showers and unsettled weather. At 9.30 a heavy rain squall passed over from N. by E. to N. E., accompanied by thunder and vivid lightning. Heavy rain squalls with lightning all around horizon during entire watch. Gentle to moderate breeze with light squalls fresh ten miles. At 8.15 took in main and mizzen topmast staysails and at 8.30 took in spraker. At 9.00 took in mainmast and at 9.25 closed up topgallant sails to a squall. Course E. S. E. (pc.) At end of watch ship on course under for topmast staysail and all plain sail to topsails except mainmast and spraker. Apprentices at the wheel.

W. H. Caperton
Lieutenant U. S. N.

J. B. McIlhenny
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R. I. to Southampton, England.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass | WIND. | | Force. | Heel. | Leeway. | BAROMETER. TEMPERATURE. | | | | | | State of the Weather, by symbols. | Form of Clouds, by symbols. | Direction & Force of Surface Wind. | Direction & Force of Under Wind. | State of the Sea. |
|-------|--------|---------|------------------------|------------------------------------|--------------------------------|--|--------|-------|---------|-------------------------|-------------|----------------|----------------|-------------------|---------------|-----------------------------------|-----------------------------|------------------------------------|----------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at/d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 7 | 93.5 | E. S. E. | S. S. W. | | 3 | 0 | 0 | 30.05 | 74 | 75 | 73 | 78 | 0 c. r. b. t. | numb. | 0 | | | |
| 2 | 2 | 3 | 95.8 | " | North | | 3 | 0 | 0 | 30.05 | 73 | 73 | 72 | 78 | " | " | 0 | | | |
| 3 | 0 | 3 | 96.1 | No steering | Caln | | 0 | 0 | 0 | 30.03 | 73 | 73 | 72 | 78 | " | " | 0 | | | |
| 4 | 0 | 0 | Variable | " | " | | 0 | 0 | 0 | 30.03 | 73 | 73 | 72 | 78 | " | " | 0 | | | |
| 5 | 0 | 0 | " | " | Variable | | 1 | 0 | 0 | 30.00 | 73 | 71 | 71 | 78 | b. c. r. | numb. | 1 | | | |
| 6 | 1 | 5 | " | S. E. | N. E. by E. | | 1 | 0 | 0 | 30.01 | 73 | 73 | 72 | 77 | b. c. | numb. | 1 | | | |
| 7 | 2 | 5 | 96.1 | S. E. by E. | " | | 2 | 4 | 1/4 | 30.03 | 74 | 73 | 72 | 77 | " | " | 3 | | | |
| 8 | 4 | 3 | 98.0 | S. E. 1/4 E. | " | | 3 | 4 | 1/4 | 30.04 | 74 | 73 | 72 | 77 | " | " | 2 | | | |
| 9 | 3 | 8 | 6.1 | S. E. by S. | E. N. E. | | 3 | 4 | 1/2 | 30.09 | 75 | 73 | 72 | 78 | " | " | 4 | | | |
| 10 | 2 | 9 | 7.0 | S. E. 1/2 E. | N. E. by E. | | 3 | 4 | 1/2 | 30.10 | 75 | 75 | 73 | 78 | " | " | 4 | | | |
| 11 | 0 | 8 | " | S. E. by E. | N. E. | | 3 | 0 | 0 | 30.11 | 75 | 75 | 73 | 78 | " | " | 4 | | | |
| Noon. | 3 | 1 | 12.1 | S. E. | N. E. by E. | | 3 | 4 | 1/2 | 30.12 | 75 | 75 | 73 | 78 | " | " | 4 | | | |

7.5 Distance run by log

Course and distance made good since preceding noon by observations, S 72° E.

98 knots. tenths.

| | | |
|---------------------|--|------------|
| Position at Noon: | Latitude by D. R. | 40 0 44 N. |
| | Longitude by D. R. | 60 0 16 W. |
| | Latitude by observations of ☉ | 40 0 28 N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 59 0 39 W. |
| Position at 8 A. M. | Latitude by D. R. from Noon | 40 0 35 N. |
| | Longitude by observation | 59 0 53 W. |
| Position at 8 P. M. | Latitude by D. R. from Noon | 40 0 15 N. |
| | Longitude by chronometer from Afternoon observation | 58 0 45 W. |

Current during the time, 33 knots tenths per hour, setting to the S 62° E.

| | | |
|---|-------------|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 |

320 gallons.

Water expended during the preceding 24 hours, 320 gallons.

Water remaining on hand fit for use at Noon, 1600 "

Coal consumed during the preceding 24 hours, 800 lbs.

Coal remaining on hand at Noon, 93-1030 "

| P. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |
|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|
|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----|

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Gentle breeze from S.W. first hour, suddenly veering at 1.00 in a calm squall to North. Calm after 2.00. Continuous rain after 1.00 with thunder and lightning. Smooth sea. Lighted the lights of a steamer at 1.30, standing to the N.W. Under jib, for topmast stay sail, foresail and topsails. Apprentices at the wheel. Hauled in portab log at 3.00 reading 76.1.

From 4 to 8 A.M.

Cloudy to fair. Raining first half of first hour. Variable air first hour, then light air to gentle breeze from N.E. by E. At 4.30 wore ship to S. and E. At 6.00 close made sail to rigals. At 7.25 set stay sails. Calm E. S.E. At end of watch by the wind under all sail except main topsail. Apprentices at the wheel. At 6.25 put on portab log 76.1 knots.

George R. Brown
Lieutenant U.S.N.

From 8 A.M. to Noon.

Cloudy to fair. Gentle breeze from between N.E. and E.N.E. Rising barometer. By the wind on the port tack: plain sail to rigals, and main and mizzen topmast stay sails, gaff topsail and main topsail after eleven. At 9.30 hustled at quarters. Between 9.30 and 11.00, general sail duff. Saw instruction to boys of watch on deck in mainmast seamanship between 11.00 and Noon. Apprentices at the wheel. Temperature of mercury 74° 73° forward, 73° 73° aft.

J. H. Russell
Lieutenant U.S.N.

From Noon to 4 P.M.

Cloudy and pleasant. Gentle to moderate breeze from N.E. by E. to S.W. Barometer rising from 1.15 to 2.30. Unstarted watch below at mainmast and sails and spars. From 2.45 to 3.45 gunnery and helms, head and log. Gunners gang engaged cleaning and lubricating trunnions of main battery. At end of watch under all plain sail to rigals and all topmast stay sails and main topsail and spraker gaff topsail on course E. S.E. Apprentices at the wheel.

George R. Brown
Ensign U.S.N.

From 4 to 8 P.M.

Generally cloudy and unsettled weather. Moderate breeze from N.W. veering to N.E. Quebré clouds passing over from N. and E. Course E. S.E. (p.e.) At 4.45 took in gaff topsail and at 4.50 took in rigals. At 6.00 hauled down and stowed main and mizzen topmast stay sails, took single reef in topsails and set topgalled sails over them. At end of watch ship by the wind on port tack, under fore topmast stay sail, main topsail and all plain sail to topgalled sails, except single reef in topsails. Apprentices at the wheel.

N. D. Holman
Ensign U.S.N.

From 8 P.M. to Midnight.

Diff to moderate breeze from N.E. by E. and E. by N. Cloudy, partly clearing last ten hours. Passing rain showers after 9.30. From showing last half hour took in main topsail at 11.30. By the wind on port tack under jib, for topmast stay sail, spraker, course, and topgalled sails over single reefed topsails. Apprentices at the wheel.

W. R. Caperton
Lieutenant U.S.N.George R. Brown
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex. *Third Rate,*
Making passage from Newport, R. I. to Southampton, England.

| Hour. | Kinds. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | BAROMETER TEMPERATURE. | | | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force and Direction of Surface Wind. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|---------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|--------------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heads. | Leaves. | Height in inches. | Ther. air &c. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | | |
| A. M. | 6 | 5 | | | | | | | | | | | | | | | |
| 1 | 5 | 5 | 79.3 | S. S. E. | E. by N. | 4 | 3.7 | 1/2 | 30.23 | 75 | 74 | 73 | 78 | b.c. ex. | cumul. | 6 | S. |
| 2 | 4 | 5 | 83.8 | S. 1/4 E. | E. S. E. | 4 | 3.7 | 1/2 | 30.24 | 75 | 74 | 73 | 79 | b.c. | cir. cum. | 3 | - |
| 3 | 4 | 4 | 88.2 | S. 1/4 E. | E. by S. | 4 | 3.7 | 1/2 | 30.24 | 76 | 75 | 73 | 79 | " | " | 4 | - |
| 4 | 4 | 7 | 92.9 | S. by E. | E. by N. | 4 | 2.6 | 1/2 | 30.25 | 76 | 75 | 73 | 79 | " | " | 5 | - |
| 5 | 5 | 4 | 98.3 | S. 1/2 E. | E. S. E. | 4 | 5 | 3/4 | 30.25 | 76 | 75 | 73 | 79 | b.c. | " | 4 | M. |
| 6 | 5 | 9 | 4.2 | S. by E. | E. by N. | 4 | 5 | 3/4 | 30.26 | 77 | 75 | 73 | 79 | " | cir. cum. | 4 | - |
| 7 | 5 | 0 | 9.2 | S. S. E. | E. by N. | 4 | 5 | 3/4 | 30.27 | 77 | 75 | 73 | 79 | " | " | 4 | - |
| 8 | 5 | 1 | 14.3 | " | " | 4 | 5 | 3/4 | 30.27 | 77 | 76 | 74 | 79 | " | " | 2 | - |
| 9 | 5 | 4 | 19.7 | S. by E. 1/2 E. | " | 4 | 5 | 1/2 | 30.30 | 77 | 76 | 74 | 80 | b.c. p. | " | 2 | - |
| 10 | 5 | 5 | 25.2 | " | " | 4 | 5 | 1/2 | 30.32 | 77 | 76 | 74 | 80 | " | " | 2 | - |
| 11 | 5 | 6 | 30.8 | " | " | 4 | 5 | 1/2 | 30.32 | 77 | 77 | 74 | 80 | " | " | 2 | - |
| Noon. | 4 | 8 | 35.6 | S. S. E. | E. N. E. | 4 | 5 | 1/2 | 30.32 | 77 | 77 | 74 | 80 | b.c. | " | 3 | - |

12.3 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $S 49^{\circ} E$ 140 knots tenths.

| | | |
|---------------------|--|----------|
| Position at Noon: | Latitude by D. R. | 39 04 N. |
| | Longitude by D. R. | 57 06 W. |
| | Latitude by observations of \odot | 38 54 N. |
| | Longitude by chronometer from Forenoon Observations of \odot | 57 18 W. |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 39 02 N. |
| | Longitude by <i>Observation</i> | 57 31 W. |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 38 31 N. |
| | Longitude by <i>Chronometer from Afternoon observation</i> | 56 38 W. |

Current during the time, 33 knots tenths per hour, setting to the $S 56^{\circ} E$.

| | | |
|---|--------------------------------|---------------|
| Error of the Compass by Azimuth \odot observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth \odot observed at | ship's head | 0 |
| Error of the Compass by Azimuth \odot observed at | ship's head | 0 |
| Deviation of the Compass by Azimuth \odot observed at | ship's head | 0 |
| Water expended during the preceding 24 hours, | | 350 gallons. |
| Water | during the preceding 24 hours, | " |
| Water remaining on hand fit for use at Noon, | | 1250 " |
| Coal consumed during the preceding 24 hours, | | tons 300 lbs. |
| Coal remaining on hand at Noon, | | 93 730 " |

| | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------------|-------------|---|---|-----|-------|----|----|----|----|---------|-----------|---|----|
| P. M. | | | | | | | | | | | | | | | | | |
| 1 | 5 | 5 | 41.1 | S. S. E. 1/4 E. | E. by N. | 4 | 5 | 3/4 | 30.30 | 78 | 78 | 74 | 79 | b.c. | cir. cum. | 4 | S. |
| 2 | 5 | 6 | 46.7 | S. S. E. 1/2 E. | E. N. E. | 4 | 5 | 3/4 | 30.29 | 78 | 78 | 74 | 79 | " | " | 6 | " |
| 3 | 5 | 2 | 51.9 | S. E. 1/4 S. | " | 4 | 5 | 3/4 | 30.29 | 78 | 78 | 74 | 79 | " | " | 7 | " |
| 4 | 4 | 5 | 56.4 | S. E. 1/4 S. | N. E. by E. | 3 | 4 | 3/4 | 30.29 | 78 | 78 | 74 | 79 | " | " | 7 | " |
| 5 | 4 | 6 | 61.5 | S. E. 1/2 E. | N. E. | 3 | 4 | 1/2 | 30.32 | 77 | 77 | 73 | 79 | " | " | 7 | " |
| 6 | 4 | 6 | 66.3 | S. E. by E. | " | 3 | 4 | 1/2 | 30.33 | 77 | 77 | 73 | 79 | " | " | 4 | " |
| 7 | 4 | 5 | 70.8 | S. E. 1/4 E. | N. E. by E. | 3 | 4 | 1/2 | 30.34 | 77 | 77 | 72 | 79 | " | " | 3 | " |
| 8 | 2 | 0 | 72.8 | S. E. | N. E. | 3 | 3 | 1/2 | 30.35 | 78 | 78 | 73 | 79 | " | " | 3 | " |
| 9 | 1 | 8 | 73.6 | S. E. by E. | " | 3 | 4 | 1/2 | 30.34 | 78 | 77 | 74 | 79 | " | cir. cum. | 7 | " |
| 10 | 1 | 6 | 74.2 | S. E. | N. E. by E. | 2 | 3 | 1/2 | 30.33 | 78 | 77 | 74 | 79 | " | " | 7 | " |
| 11 | 1 | 4 | " | S. E. 1/2 S. | " | 2 | 3 | 1/2 | 30.32 | 77 | 77 | 74 | 79 | b.c. p. | " | 7 | " |
| Mid. | 1 | 3 | " | S. E. 3/4 S. | " | 2 | 3 | 1/2 | 30.32 | 77 | 77 | 74 | 79 | b.c. | cir. cum. | 7 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Fair to clear. Moderate breeze from E. by N. to E. by S. Comes East. By the wind under same sail as in preceding watch. Apprentices at the wheel.

From 4 to 8 A. M.

Cloudy. Dark nimbus clouds to windward. Moderate to stiff breeze from East and E. by N. Rising barometer. Comes East. By the wind on port tack. At about 6.00 made all plain sail to topgallant sails. Apprentices at the wheel.

J. F. Farrell
Lieutenant U. S. N.

From 8 A. M. to Merid.

Cloudy and warm. Moderate to stiff breeze from E. N. E. to E. by N. Barometer rising. At 9.30 mustered at quarters and had divisional instruction until 10.45. From 10.45 to 11.30 exercised port watch at sails and spars. At 8.30 set main topsail. At end of watch ship by the wind on port tack under all plain sail to topgallant sails and all topmast staysails, and main topsail, heading F. E. Comes East. Apprentices at the wheel. Temperature of magazine 74° 73°, forward, 73° 73°, aft. Setted magazine flood cocks and found them in good working order.

J. F. Farrell
Ensign U. S. N.

From Merid. to 4 P. M.

Fair to clear and pleasant. Moderate to gentle breeze from E. by N. backing to N. E. by E. Comes East (p. a.) Exercised watch on deck during 30th period at forcing, setting, taking in and furling royals: 4th period, watch below instructed in gunnery and 5th period, watch below instructed in log and head and exercised in going over topmast head. Ship by the wind on port tack under for topmast staysail, main topsail and all plain sail to topgallant sails. By order of Commanding Officer, coiffined J. T. Gordon (C. P.) for five days in single iron for assaulting another person in the Navy. The gunnery gang engaged in cleaning and lubricating trunnions of main battery. Apprentices at the wheel.

N. D. Goodman
Ensign U. S. N.

From 4 to 8 P. M.

Moderate to gentle breeze from N. E. and N. E. by E. Cloudy and pleasant. At 6.50 exercised at sail drill. Took in and furlled topgallant sails, and took two single reefs in the topsails. Afterwards shot up reef and made sail to topsails. At end of watch by the wind on port tack under jib, for topmast staysail, main topsail, sparker, courses and topsails. Apprentices at the wheel.

W. B. Caperton
Lieutenant U. S. N.

From 8 P. M. to Midnight.

Clear. Passing shows third hour. Light to gentle breeze from N. E. and N. E. by E. Comes E. by N. By the wind under same sail as in preceding watch, except mainsail which was taken in at 10.30. At 9 o'clock hauled in patent log 73.6 fathoms. The moon now clouded about 11 o'clock. Apprentices at the wheel.

J. A. R. Beach
Lieutenant U. S. N.J. F. Farrell
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport, R.I. to Southampton, England.

| | | | | WIND. | | BAROMETER TEMPERATURE. | | | | | | State of the Weather, by symbols. | | Form of Clouds, by symbols. | | Prev. or Clear Sky, in fathoms. | | State of the Sea. | |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|------------------------|-------|---------|-------------------|-------------|---------------|-----------------------------------|-------------------|-----------------------------|-----------|---------------------------------|---|-------------------|----|
| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Wind. | Lowest. | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | 0 | Hauled in | SE. 1/4 S. | NE. by E. | 3 | 3 | 3/4 | 30.30 | 76 | 75 | 74 | 79 | b.c. | cir. cum. | cum. mod. | 6 | | S. |
| 2 | 1 | 9 | - | SE. 1/2 S. | - | 3 | 3 | 3/4 | 30.30 | 76 | 75 | 74 | 79 | - | - | - | 6 | | |
| 3 | 1 | 5 | - | SE. 3/4 S. | - | 3 | 2 | 3/4 | 30.31 | 76 | 75 | 74 | 79 | - | - | - | 7 | | |
| 4 | 1 | 0 | - | SE. 1/2 S. | - | 2 | 2 | 3/4 | 30.31 | 77 | 75 | 74 | 79 | - | - | - | 7 | | |
| 5 | 1 | 5 | - | SE. by S. | E. NE. | 2 | 2 | 1 | 30.30 | 79 | 77 | 74 | 79 | - | - | - | 5 | | |
| 6 | 1 | 0 | - | - | - | 1 | 2 | 2 | 30.29 | 78 | 77 | 74 | 79 | - | cir. cum. | - | 7 | | |
| 7 | 0 | 5 | - | SE. | NE. by E. | 1 | 0 | 3 | 30.29 | 80 | 77 | 75 | 79 | - | - | - | 7 | | |
| 8 | 0 | 8 | - | SE. by E. | NE. | 1 | 0 | 1 | 30.30 | 80 | 78 | 76 | 79 | - | - | - | 6 | | |
| 9 | 1 | 5 | - | E. SE. 1/2 E. | NE. by N. | 1 | 0 | 3/4 | 30.32 | 79 | 79 | 76 | 79 | - | - | - | 5 | | |
| 10 | 0 | 5 | - | E. SE. | - | 1 | 0 | 3/4 | 30.32 | 80 | 81 | 77 | 79 | - | - | - | 7 | | |
| 11 | 0 | 0 | - | No steering | Calms | 0 | 0 | 0 | 30.33 | 81 | 83 | 78 | 80 | - | - | - | 8 | | |
| Noon. | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.34 | 82 | 82 | 78 | 80 | - | - | - | 8 | | |

54.8 Distance run by log

Course and distance made good since preceding noon by observations, $PS 1^{\circ} E$.

65 knots tenths.

| | | |
|---------------------|--|------------|
| Position at Noon: | Latitude by D. R. | 38° 20' N. |
| | Longitude by D. R. | 56° 26' W. |
| | Latitude by observations of \odot | 37° 56' N. |
| | Longitude by chronometer from Forenoon Observations of \odot | 56° 38' W. |
| Position at 3 A. M. | Latitude by <i>D. R. from Noon</i> | 37° 57' N. |
| | Longitude by <i>Observation</i> | 56° 40' W. |
| Position at 3 P. M. | Latitude by <i>D. R. from Noon</i> (No steering) | 37° 56' N. |
| | Longitude by <i>Chronometer from Afternoon observation</i> | 56° 47' W. |

Current during the time, 27 knots tenths per hour, setting to the $PS 21^{\circ} W$.Deviation of the Compass by Azimuth \odot observed at 4.14 PM , ship's head $N. by E. 1/2 E$.Deviation of the Compass by Azimuth \odot observed at 4.14 PM , ship's head $N. by E. 1/2 E$.Error of the Compass by Azimuth \odot observed at $N. by E. 1/2 E$, ship's head $N. by E. 1/2 E$.Deviation of the Compass by Azimuth \odot observed at $N. by E. 1/2 E$, ship's head $N. by E. 1/2 E$.

Water expended during the preceding 24 hours, 350 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 900 "

Coal consumed during the preceding 24 hours, tons 1200 lbs.

Coal remaining on hand at Noon, 92 " 1770 "

| | | | | | | | | | | | | | | | | | | |
|-------|---|---|-----------|---------------|-------|-----|---|---|-------|----|----|----|----|------|------------|----|---|---|
| P. M. | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 0 | Hauled in | Clearing ship | SE. | 0-1 | 0 | 0 | 30.34 | 83 | 83 | 78 | 79 | b.c. | cir. cum. | 7 | 7 | 7 |
| 2 | 0 | 0 | - | No steering | Calms | 0 | 0 | 0 | 30.33 | 82 | 82 | 77 | 79 | - | - | 7 | - | - |
| 3 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.33 | 82 | 81 | 77 | 79 | - | cum. dist. | 7 | - | - |
| 4 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.33 | 81 | 81 | 77 | 80 | - | - | 7 | - | - |
| 5 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.33 | 81 | 81 | 77 | 80 | - | cir. cum. | 7 | - | - |
| 6 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.33 | 82 | 81 | 77 | 80 | - | cum. | 7 | - | - |
| 7 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.33 | 82 | 81 | 77 | 80 | - | - | 7 | - | - |
| 8 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.33 | 82 | 81 | 77 | 80 | - | cir. cum. | 7 | - | - |
| 9 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.34 | 81 | 79 | 76 | 80 | - | dist. | 9 | - | - |
| 10 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.34 | 81 | 79 | 76 | 80 | b | none | 10 | - | - |
| 11 | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.34 | 80 | 79 | 76 | 80 | b.c. | cum. | 6 | - | - |
| Mid. | 0 | 0 | - | - | - | 0 | 0 | 0 | 30.34 | 80 | 79 | 76 | 80 | . | .. | 4 | - | - |

under the command of

Commander Louis Kingsley
Wednesday, July 25.

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bright moonlight and starlight. Gentle breeze from N.E. by E. Barometer rising slightly. Course E by N. By the wind port tack under jib, for topmast staysail, topsails, foreail, main topsail and spanker. Apprentices at the wheel.

George R. Evans,
Ensign U. S. N.

From 4 to 8 A.M.

Partly cloudy and warm. Light air to light breeze from N.E. to N.E. Barometer steady. At 7 o'clock set topgallant sails and royals. At end of watch under all plain sail to royals, except mainail on port tack, close hauled heading E.E. by E. Course E by N. Apprentices at the wheel.

Ensign U. S. N.

From 8 A.M. to Merid.

Clear, warm and pleasant. Calm and light air from N.E. by N. No steerage-way last two hours. Mustered at quarters at 9.30. At 9.45 exercised all hands at shortening, fuelling and making sail. At 6.15 closed up topgallant sails, royals and took in spanker. Shackled and repaired both rudder chains. At end of watch ship under for topmast staysail, jib and topsails with no steerage-way. Apprentices at the wheel. Temperature of magazine 75° 73° forward, 73° 73° aft.

W. B. Caperton,
Ensign U. S. N.

From Merid. to 4 P.M.

Light air from E.E. first hour: calm during remainder of watch. Fair and warm. Smooth sea. At 12.30 changed course to E.N.E. per Standard. Horn ship between 12.35 and 1.20, bringing ship by the wind on starboard tack. Set foreail and topgallant sails at 1.00. At end of watch, under for topmast staysail and plain sail to topgallant sails except mainail and spanker. Apprentices engaged reefing and mending. Gunner's gang engaged cleaning and painting 4 inch R. R. Gun No 44, on lower side. Turned gun in crew hands to get at lower side. Apprentices at the wheel.

W. B. Caperton,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and hot. Calm. At 5.45 hauled up foreail and took in topgallant sails. Under topsails, jib and fore topmast staysail at end of watch. At 7.30 exercised reefing topsails. Course E.N.E. Apprentices at the wheel.

George R. Evans,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear, for most part with bright starlight. Dark clouds rising in the East, latter part. Now saw behind bank of clouds at about 11.00. Calm. No steerage-way. Course E.N.E. Heading between N.N.E. and N.W.W., most of the time, but swinging slowly to the E. last hour. Barometer high and steady. Apprentices at the wheel. Under for topmast staysail, jib and topsails.

J. Purcell,
Lieutenant U. S. N.

George R. Evans,
Ensign U. S. N.

Examined and found to be correct.

J. B. Mottley, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport R. I. to Southampton, England.

Third Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | Force. | Heel. | Leeway. | BAROMETER. | | | | TEMPERATURE. | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Direction of Surface Current. | Force of Surface Current. | Direction of Under Current. | Force of Under Current. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|-----|--------|-------|---------|-------------------|-------------|---------------|---------------|-------------------|--|--|-----------|-----------------------------------|------------------------------|-------------------------------|---------------------------|-----------------------------|-------------------------|
| | | | | | Direction by Standard Compass. | | | | | Height in inches. | Ther. at d. | Air Dry Bulb. | Air Wet Bulb. | Water at Surface. | | | | | | | | | |
| A. M. | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 0 | 0 | Knots. | Hoaring ship. | S. E. | 0-1 | 0 | 0 | 30.31 | 80 | 79 | 76 | 80 | b.c. | | | cir. cum. | at 7 | | | | | |
| 2 | 0 | 0 | " | N. E. | " | 0-1 | 0 | 0 | 30.31 | 80 | 79 | 76 | 80 | " | | | " | 7 | | | | | |
| 3 | 0 | 0 | " | " | " | 0-1 | 0 | 0 | 30.31 | 80 | 79 | 76 | 80 | " | | | " | 7 | | | | | |
| 4 | 0 | 0 | " | N. E. by E. | " | 0-1 | 0 | 0 | 30.30 | 80 | 79 | 76 | 80 | " | | | " | 7 | | | | | |
| 5 | 0 | 0 | " | No steeringway | Calm | 0 | 0 | 0 | 30.30 | 79 | 78 | 76 | 79 | " | | | " | 7 | | | | | |
| 6 | 0 | 4 | " | E. N. E. | South | 0-1 | 0 | 0 | 30.30 | 80 | 78 | 76 | 79 | " | | | " | 8 | | | | | |
| 7 | 0 | 3 | " | " | " | 0-1 | 0 | 0 | 30.31 | 83 | 82 | 78 | 80 | " | | | cir. cum. | 7 | | | | | |
| 8 | 0 | 3 | " | " | " | 0-1 | 0 | 0 | 30.32 | 83 | 82 | 78 | 80 | " | | | " | 7 | | | | | |
| 9 | 0 | 0 | " | No steeringway | Calm | 0 | 0 | 0 | 30.34 | 83 | 82 | 78 | 80 | " | | | " | 7 | | | | | |
| 10 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.34 | 83 | 82 | 78 | 80 | " | | | " | 7 | | | | | |
| 11 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.34 | 83 | 82 | 78 | 80 | " | | | " | 7 | | | | | |
| Noon. | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.34 | 83 | 82 | 78 | 80 | " | | | " | 7 | | | | | |

2. Distance run by log

Course and distance made good since preceding noon by observations. $F. 11^{\circ} 24'$

30 knots tenths.

Position at Noon: Latitude by D. R. $37^{\circ} 57' N.$
 Longitude by D. R. $56^{\circ} 37' W.$
 Latitude by observations of \odot $37^{\circ} 28' N.$
 Longitude by chronometer from Forenoon Observations of \odot $56^{\circ} 44' W.$

Position at 8 A. M. Latitude by $D. R.$ from Noon $37^{\circ} 28' N.$
 Longitude by observation $56^{\circ} 44' W.$

Position at 8 P. M. Latitude by $D. R.$ from Noon $37^{\circ} 32' N.$
 Longitude by Chronometer from Afternoon observation $56^{\circ} 30' W.$

Current during the time, 30 knots tenths per hour, setting to the $F. 11^{\circ} 24'$ Error of the Compass by Azimuth \odot observed at $7.55 A.M.$, ship's head $E. N. E. \frac{1}{2} E.$ Deviation of the Compass by Azimuth \odot observed at $7.55 A.M.$, ship's head $E.$ Error of the Compass by Azimuth \odot observed at $4.14 P.M.$, ship's head $E. N. E.$ Deviation of the Compass by Azimuth \odot observed at $4.14 P.M.$, ship's head $E.$

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

550 "

Coal consumed during the preceding 24 hours,

tons 300 lbs.

Coal remaining on hand at Noon,

92 " 1470 "

| P. M. | | | | | | | | | | | | | | | | | | | | |
|-------|---|---|-------|-----------------|----------|-----|---|-----|-------|----|----|----|----|------|---|-----------|---|---|--|--|
| 1 | 0 | 0 | Knots | No steeringway | Calm | 0 | 0 | 0 | 30.34 | 83 | 84 | 80 | 80 | b.c. | | cir. cum. | 8 | 8 | | |
| 2 | 0 | 0 | " | " | " | 0 | 0 | 0 | 30.34 | 83 | 84 | 80 | 80 | " | | " | 7 | 7 | | |
| 3 | 0 | 0 | " | " | N. N. E. | 0-1 | 0 | 0 | 30.33 | 83 | 84 | 80 | 80 | " | | " | 7 | 7 | | |
| 4 | 0 | 5 | " | E. N. E. | " | 0-1 | 0 | 0 | 30.33 | 83 | 84 | 80 | 81 | " | | " | 7 | 7 | | |
| 5 | 1 | 0 | " | " | N. by E. | 0-1 | 0 | 1/4 | 30.33 | 83 | 84 | 78 | 81 | " | | " | 7 | 7 | | |
| 6 | 1 | 5 | " | " | N. by E. | 1 | 0 | 1/4 | 30.33 | 82 | 82 | 77 | 81 | " | | " | 5 | 5 | | |
| 7 | 1 | 5 | " | " | " | 1 | 0 | 1/4 | 30.33 | 81 | 81 | 77 | 81 | " | | " | 7 | 7 | | |
| 8 | 2 | 0 | " | " | N. by E. | 1 | 0 | 1/2 | 30.33 | 80 | 80 | 77 | 81 | b.c. | p | " | 7 | 7 | | |
| 9 | 1 | 2 | 73.8 | E. by N. | " | 1-2 | 0 | 1/2 | 30.32 | 80 | 80 | 77 | 80 | b.c. | | cir. cum. | 7 | 7 | | |
| 10 | 2 | 0 | 74.0 | E. N. E. 1/2 E. | " | 2 | 0 | 1/2 | 30.32 | 80 | 80 | 77 | 80 | " | | " | 8 | 8 | | |
| 11 | 2 | 5 | 75.0 | E. N. E. | " | 3 | 0 | 1/2 | 30.32 | 80 | 80 | 77 | 80 | " | | " | 6 | 6 | | |
| Mid. | 2 | 5 | 76.7 | " | " | 3-4 | 0 | 1/2 | 30.32 | 80 | 80 | 77 | 80 | " | | " | 6 | 6 | | |

Commander Josie Kingsley
Thursday, July 26

, U. S. Navy,
, 1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy and pleasant. Calm to light airs from S.E. From 12.00 to 1.00 wore ship and at 10'clock set courses and spanker, bringing ship heading N.E. At 2.0'clock took in mainsail and spanker. At end of watch under jib, for topmast staysail, foresail and topsails heading N.E. by E. without steevage-way. Apprentices at the wheel.

From 4 to 8 A.M.

Clear and warm. Calm and light airs from South. No steevage-way part of watch. Course E. N.E. (jib) Under same sail as at end of previous watch. Apprentices at the wheel.

From 8 A.M. to Noon.

Calm, fair and very warm. Smooth sea. Under same sail as at end of preceding watch. Mustered crew at quarters at 9.30, and exercised at divisional gun drill. Afterwards the apprentices and scrubbed hammocks. Apprentices at the wheel. Temperature of magazine, 75° 74° forward, 73° 73° aft.

George R. Brown
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and hot. Calm to light airs from N.W. Course E. N.E. Same sail as in preceding watch until 2.45 when sail was made to royals with staysails. No sail on mizzen. Apprentices at the wheel.

W. H. Parcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear, warm and pleasant. Very light airs from N.W. and N by W. At 7.30 a moderate rain equally passed over from the N.W. after which wind came out somewhat stronger from the N.W. Barometer high and steady. Course E. N.E. Loaded off three quarters of pork at end of watch. At 7.00 up'd courses, then shot out reef in foresail. Took in and furl'd royals.

George R. Brown
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear; bright starlight. Light to moderate breeze from N. by W. Barometer steady. At 9.40 set main trysail. At end of watch under all plain sail to topgallant sails and all topmast staysails and main trysail, on course E. N.E. Apprentices at the wheel.

N. A. Carlson
Ensign U.S.N.

J. B. McIlhenny
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*, Third Rate,
Making passage from Newport, R.I. to Southampton, England.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Direction of Current, by symbols. | Force of Current, by symbols. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|------------------------|-------------------|--------------|--------------|--------------|-----------------------------------|------------------------------|-----------------------------------|-------------------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. air'd. | At Dry Bulb. | At Wet Bulb. | Water at Surface. | | | |
| A. M. | 4 | | | | | | | | | | | | | | | |
| 1 | 2 | 0 | 76.9 | E. N. E. | N. N. W. | 2 | 0 | 3/4 30.31 | 79 | 79 | 76 | 81 | b. c. l. | cir. cum. | 9 | 8 |
| 2 | 2 | 0 | 78.5 | " | " | 2 | 0 | 3/4 30.31 | 79 | 79 | 76 | 81 | " | " | 5 | " |
| 3 | 2 | 2 | 79.0 | " | " | 2 | 0 | 3/4 30.31 | 79 | 79 | 76 | 80 | " | " | 6 | " |
| 4 | 2 | 2 | 80.2 | " | " | 2 | 0 | 3/4 30.30 | 78 | 78 | 75 | 80 | " | " | 7 | " |
| 5 | 2 | 8 | 81.1 | " | " | 2 | 0 | 1/2 30.29 | 78 | 78 | 74 | 80 | b. c. | " | 4 | " |
| 6 | 3 | 3 | 84.1 | " | N. by W. | 2 | 0 | 1/2 30.27 | 78 | 78 | 74 | 80 | " | " | 2 | " |
| 7 | 2 | 5 | 85.5 | " | " | 2 | 0 | 1/2 30.24 | 78 | 78 | 74 | 80 | " | " | 4 | " |
| 8 | 2 | 0 | 87.2 | " | " | 2 | 0 | 1/2 30.25 | 79 | 78 | 75 | 86 | " | " | 4 | " |
| 9 | 2 | 2 | 89.2 | " | " | 2-3 | 2 | 1/2 30.30 | 80 | 79 | 75 | 80 | " | " | 5 | " |
| 10 | 2 | 4 | 91.6 | " | " | 2-3 | 2 | 1/2 30.28 | 80 | 79 | 76 | 80 | " | " | 4 | " |
| 11 | 2 | 6 | 94.2 | " | " | 2-3 | 2 | 1/2 30.30 | 80 | 80 | 76 | 80 | " | " | 4 | " |
| Noon. | 2 | 0 | 96.2 | " | " | 2-3 | 2 | 1/2 30.28 | 80 | 80 | 76 | 80 | " | " | 4 | " |

42. 1 Distance run by log.

Course and distance made good since preceding noon by observations, N 73° E.

60 knots. tenths.

Position at Noon: Latitude by D. R. 37° 48' N. "
Longitude by D. R. 65° 68' W. "
Latitude by observations of ☉ 37° 43' N. "
Longitude by chronometer from Forenoon Observations of ☉ 65° 32' W. "

Position at 8 A. M. Latitude by D. R. from Noon 37° 39' N. "
Longitude by observations 65° 42' W. "

Position at 8 P. M. Latitude by D. R. from Noon 37° 52' N. "
Longitude by Chronometer from Afternoon observations 65° 05' W. "

Current during the time, 18 knots tenths per hour, setting to the S 72° E.

Error of the Compass by Azimuth ☉ observed at 4:10 P. M., ship's head E. N. E.

Deviation of the Compass by Azimuth ☉ observed at 4:10 P. M., ship's head E. N. E.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

376 gallons.

Water distilled during the preceding 24 hours,

101 "

Water remaining on hand fit for use at Noon,

275 "

Coal consumed during the preceding 24 hours,

tons 1530 lbs.

Coal remaining on hand at Noon,

91 " 2180 "

| P. M. | Knots. | Tenths. | Reading of Patent Log. | COURSE STEERED by Standard Compass. | WIND. | | | BAROMETER TEMPERATURE. | | | | | State of the Weather, by symbols. | Forme of Clouds, by symbols. | Direction of Current, by symbols. | Force of Current, by symbols. |
|-------|--------|---------|------------------------|-------------------------------------|--------------------------------|--------|-------|------------------------|-------------------|--------------|--------------|--------------|-----------------------------------|------------------------------|-----------------------------------|-------------------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. air'd. | At Dry Bulb. | At Wet Bulb. | Water at Surface. | | | |
| 1 | 2 | 8 | 99.0 | E. N. E. | N. by W. | 2-3 | 3 | 1/2 30.27 | 80 | 80 | 76 | 80 | b. c. | cir. cum. | 4 | 8 |
| 2 | 2 | 4 | 1.4 | E. N. E. 1/4 E. | " | 2-3 | 3 | 1/2 30.26 | 80 | 80 | 76 | 81 | " | " | 4 | " |
| 3 | 2 | 0 | 2.2 | " | " | 2 | 3 | 3/4 30.25 | 80 | 80 | 76 | 82 | " | " | 7 | " |
| 4 | 2 | 0 | 2.2 | E. by N. | North | 2 | 3 | 1/2 30.24 | 80 | 80 | 76 | 82 | " | " | 6 | " |
| 5 | 2 | 8 | 3.7 | E. N. E. | N. by W. | 3 | 3 | 1/2 30.24 | 80 | 80 | 76 | 82 | " | " | 7 | " |
| 6 | 3 | 3 | 7.0 | " | " | 3 | 4 | 1/2 30.23 | 79 | 80 | 75 | 81 | " | " | 7 | " |
| 7 | 3 | 3 | 10.3 | " | " | 3 | 4 | 1/2 30.23 | 78 | 79 | 74 | 81 | " | " | 8 | " |
| 8 | 2 | 0 | 11.6 | E. by N. | N. by E. | 2 | 4 | 1/2 30.23 | 78 | 79 | 74 | 81 | " | " | 7 | " |
| 9 | 2 | 5 | 13.3 | " | North | 2-3 | 3 | 3/4 30.24 | 78 | 78 | 74 | 80 | b. c. l. | " | 9 | " |
| 10 | 2 | 0 | 14.2 | E. by S. | N. by E. | 2 | 3 | 3/4 30.24 | 78 | 78 | 74 | 80 | " | cir. cum. | 7 | " |
| 11 | 2 | 0 | 17.0 | E. S. E. 1/4 E. | N. N. E. | 2 | 3 | 3/4 30.24 | 78 | 78 | 74 | 80 | " | " | 8 | " |
| Mid. | 2 | 0 | 17.0 | E. S. E. | " | 2 | 3 | 3/4 30.24 | 78 | 78 | 74 | 80 | " | " | 8 | " |

Commander Louis Kingsley
Friday, July 27

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear to fair and pleasant. Wind light from N. N. W. Lightning to the N. N. W. first hour and to the North and N. N. E. latter part of watch. Moon rose about midnight. Ship on her course E. N. E. (p.c.) all of watch, under fore, main and mizzen topmast staysails, main topsail, and all plain sail to topgallant sails, except single reef in mainsail. Apprentices at the wheel.

From 4 to 8 A.M.

Light breeze from N. N. W. and N by W. Partly cloudy and pleasant. Smooth sea. Set the royals and flying jib at 4.30. Hauled up weather clew of mainsail at 5.30 to improve draft in fore room. Started fires under boiler B at 5.00 for distilling. At end of watch on port tack, course E. N. E. under fore main and mizzen topmast staysails, main topsail, and plain sail to royals, except weather clew of mainsail. A breeze in sight to windward, during part of watch, hull down, standing to N. W. and E. D. Apprentices at the wheel.

W. S. Caperton
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Light and gentle breeze from N by W. Course E. N. E. Under same sail as in preceding watch. At 9.30 mustered at quarters and then exercised at General Quarters: Divisions ready as follows: Forward Party, 4 minutes; after Party, 4 minutes 30 seconds; 1st Division, 8 minutes; 2nd Division, 5 minutes; 3rd Division, 4 minutes, 40 seconds. Rangier Division, 5 minutes. Commanding Officer inspected Divisions at quarters. Apprentices at the wheel. Commenced distilling with banked fires under boiler B. Temperature of magazines 76° 75° found, 76° 76° aft.

J. R. R. R.
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear weather. Light breeze from N by W. to North. Barometer falling slowly. Course E. N. E. Headed off from course last three hours. Distilling with fires banked under boiler B. Under all sail except gaff topsail. Smooth sea. Apprentices at the wheel.

George R. Adams,

From 4 to 8 P.M.

Partly cloudy and pleasant. Gentle to light breeze from N by W. to N by E. At 4.26 rang bell for fire quarters. At 4.27 started pumps and got first stream in 1 minute, 20 seconds. Turned at 4.31. At 4.36 set sprakes and gaff topsail. At 7.10 called all hands, took in light sails and lar reefed topsails, and then made sail again. At end of watch under all plain sail to royals, all topmast staysails, main topsail and sprakes gaff topsail on, clew hauled on port tack, heading E. by N. Course E. N. E. Apprentices at the wheel. Distilling with banked fires under boiler B.

W. P. Bolzman
Ensign U. S. N.

From 8 P.M. to Midnight.

Generally clear and pleasant. Wind light from North, veering to N. N. E. Course N. E. by E. (p.c.) At 8.15 hauled down main and mizzen topmast staysails and took in gaff topsail. At 8.45 hauled down flying jib and took in royals. Ship by the wind on port tack, under for topmast staysail, main topsail and all plain sail to topgallant sails, except single reef in mainsail. Distilling with banked fires under boiler B. Apprentices at the wheel.

W. S. Caperton
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport R.I. to Southampton, England.

| | | | | WIND. | | | BAROMETR. TEMPERATURE. | | | | | | | | | | |
|-------|-------|--------|------------------------|--------------------------------------|--------------------------------|--------|------------------------|---------|-------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|-------------------|
| Hour. | Knots | Tenths | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Lowest. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Force of Wind, by symbols. | State of the Sea. |
| A. M. | | | | | | | | | | | | | | | | | |
| 1 | 0 | 5 | 17.6 | E. S. E. 1/4 E. | N. E. by N. | 1 | 0 | 1/2 | 30.20 | 78 | 78 | 75 | 80 | b. c. | cum. mist. | 9 | 5 |
| 2 | 0 | 0 | 17.6 | No steeringway | Calch. | 0 | 0 | 0 | 30.19 | 78 | 78 | 75 | 80 | " | " | 9 | " |
| 3 | 2 | 0 | 17.6 | E. by N. | North | 2 | 2 | 1/2 | 30.18 | 78 | 78 | 75 | 80 | " | " | 7 | " |
| 4 | 2 | 8 | 18.5 | E. N. E. 1/2 E. | N. by N. | 3 | 2 | 1/2 | 30.17 | 78 | 78 | 75 | 80 | " | " | 5 | " |
| 5 | 1 | 0 | 19.0 | E. by S. | N. N. E. | 1 | 0 | 1/2 | 30.19 | 77 | 78 | 75 | 79 | " | " | 5 | " |
| 6 | 1 | 4 | 19.0 | " | " | 1-2 | 0 | 1/2 | 30.21 | 78 | 77 | 74 | 79 | " | " | 5 | " |
| 7 | 1 | 5 | " | " | " | 1-2 | 0 | 1/2 | 30.22 | 78 | 75 | 75 | 79 | " | " | 4 | " |
| 8 | 1 | 4 | " | S. E. by E. | N. E. | 1-2 | 0 | 1/2 | 30.21 | 79 | 74 | 73 | 79 | " | cum. strat. | 6 | " |
| 9 | 1 | 0 | " | S. E. 1/4 S. | N. E. by E. | 1-2 | 2 | 3/4 | 30.23 | 79 | 75 | 74 | 80 | " | " | 5 | " |
| 10 | 1 | 0 | " | S. S. E. 1/2 E. | E. N. E. | 1-2 | 2 | 3/4 | 30.25 | 79 | 77 | 74 | 80 | " | " | 2 | " |
| 11 | 2 | 5 | " | E. S. E. | N. E. | 0-4 | 5 | 0 | 30.27 | 74 | 76 | 73 | 80 | 0.0. g. m. | mist | 0 | " |
| Noon. | 1 | 0 | " | S. E. | " | 0-1 | 0 | 1/4 | 30.27 | 77 | 77 | 74 | 80 | " | " | 0 | " |

45.2 Distance run by log.

Course and distance made good since preceding noon by observations, E. by N.

45 knots. tenths.

Position at Noon: Latitude by D. R. 37° 05' N. "

Longitude by D. R. 54° 03' W. "

Latitude by observations of ☉ 37° 04' N. "

Longitude by chronometer from Forenoon Observations of ☉ 54° 03' W. "

Position at 3 A. M. Latitude by D. R. from Noon 37° 05' N. "

Longitude by observation 54° 04' W. "

Position at 3 P. M. Latitude by D. R. from Noon 38° 01' N. "

Longitude by chronometer from Afternoon observation 54° 03' W. "

Current during the time, 7 knots tenths per hour, setting to the S 1/2 E.

Error of the Compass by Azimuth ☉ observed at 4.10 P. M., ship's head N. N. E. 1/4 E. 19° 05' W.

Deviation of the Compass by Azimuth ☉ observed at 4.10 P. M., ship's head N. N. E. 1/4 E. 3° 50' E. variation used, 19° 30' W.

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 689 "

Water remaining on hand fit for use at Noon, 464 "

Coal consumed during the preceding 24 hours, 1 tons 760 lbs.

Coal remaining on hand at Noon, 90 " 1420 "

| P. M. | Knots | Tenths | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Lowest. | Height in fathoms. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Forma of Clouds, by symbols. | Force of Wind, by symbols. | State of the Sea. |
|-------|-------|--------|------------------------|--------------------------------------|--------------------------------|--------|-------|---------|--------------------|-------------|----------------|----------------|-------------------|-----------------------------------|------------------------------|----------------------------|-------------------|
| 1 | 0 | 0 | 19.0 | No steeringway | Calch. | 0 | 3 | 0 | 30.26 | 78 | 77 | 75 | 80 | b. c. | cum. mist. | 4 | 5 |
| 2 | 0 | 0 | " | " | " | 0 | 3 | 0 | 30.24 | 78 | 78 | 76 | 80 | " | " | 5 | " |
| 3 | 0 | 0 | " | " | " | 0 | 3 | 0 | 30.23 | 79 | 78 | 76 | 80 | " | " | 5 | " |
| 4 | 0 | 0 | 19.0 | " | S. to S. E. | 0-1 | 3 | 0 | 30.23 | 79 | 78 | 75 | 80 | " | " | 5 | " |
| 5 | 7 | 2 | 26.2 | N. N. E. 1/4 E. | E. by N. | 0-1 | 0 | 0 | 30.23 | 79 | 79 | 74 | 80 | " | " | 5 | " |
| 6 | 7 | 4 | 33.7 | " | " | 0-1 | 0 | 0 | 30.21 | 79 | 79 | 74 | 80 | " | cum. | 5 | " |
| 7 | 7 | 4 | 41.1 | " | W. S. W. | 1 | 0 | 0 | 30.20 | 78 | 78 | 73 | 80 | " | " | 5 | " |
| 8 | 7 | 1 | 48.2 | " | " | 2 | 0 | 0 | 30.20 | 78 | 78 | 73 | 80 | " | " | 5 | " |
| 9 | 7 | 4 | 56.0 | " | N. W. | 2 | 0 | 0 | 30.25 | 79 | 78 | 74 | 80 | " | " | 6 | " |
| 10 | 7 | 0 | 63.0 | " | " | 2 | 0 | 0 | 30.27 | 79 | 78 | 74 | 80 | " | cum. mist. | 7 | " |
| 11 | 7 | 1 | 70.1 | " | " | 2 | 0 | 0 | 30.28 | 78 | 77 | 73 | 80 | " | cum. mist. | 2 | " |
| Mid. | 7 | 0 | 77.1 | " | " | 2-3 | 0 | 0 | 30.28 | 78 | 77 | 73 | 80 | " | " | 5 | " |

under the command of

Commander Louis Kingsley
Saturday, July 28

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light airs to gentle breeze from N.E. by N. to N by W. and calms. Clear first two hours, partly cloudy last two. Moon rose at 12.20. Smooth sea. At 3.15 set the flying jib, royals and main and mizzen topmast staysails. At end of watch on port tack, under all the staysails, main trysail, and plain sail to royals except a single reef in the mainmast. Distilling with fire banked under boiler B. Apprentices at the wheel.

George R. Evans

⁶ Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Light airs and breezes from N.N.E. to N.E. Course N.E. by E. $1\frac{1}{2}$ E. Under same sail as in preceding watch. Banked fire under boiler B. Apprentices at the wheel.

J. H. Purcell

⁷ Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy. Light airs and breezes from between N.E. and E.N.E. At about 10.30 a heavy rain squall accompanied by moderate breeze in gusts came up from the N.W. Reduced sail and ran off under jib for topmast staysail, foreail and topsails. At 11.00 made sail to topgallant sails except mainmast. Started fire under boilers C. and D. At end of watch hoisting smoke pipe and ending steaming course. Barely steamingway after 11.00 Apprentices at the wheel. Distilling with fire banked under boiler B. Temperature of magazine 76° - 75° forward, 75° - 75° aft.

George R. Evans

⁸ Ensign U. S. N.

From Merid. to 4 P.M.

Partly cloudy and warm. Calm to variable light airs from South to S.E. Loosed royals, flying jib and fore and aft sail to dry. At 3.30 called all hands fuel sail and at 3.55, started ahead with engines, with steam under boilers B. C. and D. Stopped distilling. Put on patent log reading 19.0 at 4 o'clock. At end of watch, steaming with fire under boilers B. C. and D., on course N.N.E. $1\frac{1}{4}$ E. Apprentices at the wheel.

N. A. Bolman

⁹ Ensign U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Light airs from E. by N., backing to N.W. and then to S.W., by end of watch. Steaming course N.N.E. $3\frac{1}{4}$ E. (p.c.) under steam alone. Apprentices at the wheel. Average steam 55 lbs. Revolutions 43.

W. L. Capertown

¹⁰ Lieutenant U. S. N.

From 8 P.M. to Mid.

Light to gentle breeze from N.W. Generally fair. Smooth sea. Under steam alone, using boilers B. C. and D., on course N.N.E. $3\frac{1}{4}$ E. per Standard. Average steam 55 lbs. Revolutions 40. Apprentices at the wheel.

George R. Evans

¹¹ Lieutenant U. S. N.

Examined and found to be correct.

J. B. McAllen, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Newport, R. I. to Southampton, England.

| | | | | WIND. | | | BAROMETER. | | | | TEMPERATURE. | | | | | | | | | |
|-------|-------|---------|------------------------|--------------------------------------|--------------------------------|--------|------------|---------|-------------------|----|--------------|----------------|----------------|-------------------|-----------------------------------|-----------------------------|----------------------------|-------------------------------|-------------------|--|
| Hour. | Mins. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather, by symbols. | Form of Clouds, by symbols. | Force of Wind, by symbols. | Prop. of Cloud Sky, in 10ths. | State of the Sea. | |
| | | | | | | | | | | | | | | | | | | | | |
| A. M. | 57 | 6 | | | | | | | | | | | | | | | | | | |
| 1 | 7 | 2 | 84.3 | N. N. E. $\frac{1}{4}$ E. | N. E. by N. | 3 | 0 | 0 | 30.23 | 77 | 76 | 72 | 78 | b. c. | cum. | 8 | 9 | | | |
| 2 | 7 | 4 | 91.6 | " | " | 3 | 0 | 0 | 30.23 | 77 | 76 | 72 | 78 | " | " | 9 | " | | | |
| 3 | 7 | 7 | 99.3 | " | " | 3 | 0 | 0 | 30.22 | 77 | 76 | 72 | 79 | " | " | 8 | " | | | |
| 4 | 8 | 2 | 7.5 | " | " | 3 | 0 | 0 | 30.22 | 77 | 77 | 73 | 79 | " | " | 6 | " | | | |
| 5 | 8 | 2 | 15.7 | " | " | 3 | 0 | 0 | 30.21 | 77 | 77 | 73 | 79 | " | circum. | 5 | " | | | |
| 6 | 7 | 9 | 23.6 | " | " | 3 | 3 | 0 | 30.21 | 78 | 78 | 74 | 80 | " | " | 6 | " | | | |
| 7 | 7 | 6 | 31.5 | " | N. E. by N. | 3 | 4 | 0 | 30.21 | 79 | 78 | 74 | 80 | " | " | 6 | all. | | | |
| 8 | 8 | 4 | 40.2 | " | " | 4 | 4 | 0 | 30.22 | 79 | 78 | 74 | 80 | " | " | 7 | " | | | |
| 9 | 8 | 0 | 48.2 | " | N. by N. | 5 | 4 | 0 | 30.23 | 79 | 78 | 74 | 79 | b. c. z. | " | 9 | " | | | |
| 10 | 8 | 0 | 56.2 | " | " | 5 | 4 | 0 | 30.24 | 79 | 78 | 74 | 78 | " | " | 9 | " | | | |
| 11 | 8 | 5 | 64.7 | " | " | 5 | 4 | 0 | 30.24 | 79 | 78 | 74 | 78 | b. m. | none | 10 | " | | | |
| Noon. | 1 | 5 | 70.8 | E. N. E. $\frac{1}{2}$ E. | N. E. by N. | 5 | 4 | 0 | 30.22 | 79 | 78 | 74 | 78 | " | " | 10 | " | | | |

150 Distance run by log.

Course and distance made good since preceding noon by observations, N. by E. $\frac{1}{2}$ E. 12.8 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 40° 14' N. " |
| | Longitude by D. R. | 53° 51' W. " |
| | Latitude by observations of ☉ | 39° 58' N. " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 53° 47' W. " |
| Position at 3 A. M. | Latitude by <i>D. R. from Noon</i> | 39° 28' N. " |
| | Longitude by <i>Observation</i> | 53° 57' W. " |
| Position at 3 P. M. | Latitude by <i>D. R. from Noon</i> | 40° 22' N. " |
| | Longitude by <i>Chronometer from Afternoon observation</i> | 52° 28' W. " |

Current during the time, 2.2 knots tenths per hour, setting to the S. $\frac{1}{4}$ E.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

300 gallons.

Water *distilled* during the preceding 24 hours,

36 "

Water remaining on hand fit for use at Noon,

200 "

Coal consumed during the preceding 24 hours,

9 tons 780 lbs.

Coal remaining on hand at Noon,

81 " 640 "

| P. M. | Mins. | Tenths. | COURSES STEERED | Direction by Standard Compass | Force. | Heel. | Leeway. | Barometer | Ther. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | State of the Weather | Form of Clouds | Force of Wind | Prop. of Cloud Sky | State of the Sea |
|-------|-------|---------|-----------------|-------------------------------|-------------|-------|---------|-----------|-------|----------------|----------------|-------------------|----------------------|----------------|---------------|--------------------|------------------|
| 1 | 7 | 5 | 78.3 | E. N. E. $\frac{1}{2}$ E. | N. E. by N. | 5 | 4 | 0 | 30.21 | 80 | 80 | 76 | 77 | b. m. | none | 10 | L. |
| 2 | 7 | 5 | 85.8 | " | " | 5 | 4 | 0 | 30.21 | 80 | 80 | 76 | 77 | " | " | 10 | " |
| 3 | 7 | 2 | 93.0 | " | " | 5 | 4 | 0 | 30.22 | 79 | 79 | 74 | 77 | " | " | 10 | " |
| 4 | 6 | 8 | 99.8 | " | " | 5 | 12.2 | 0 | 30.23 | 79 | 79 | 75 | 77 | " | " | 10 | " |
| 5 | 5 | 2 | 6.0 | " | " | 5 | 35.30 | 0 | 30.23 | 78 | 79 | 75 | 76 | " | " | 10 | " |
| 6 | 5 | 0 | 11.4 | " | " | 5 | 15.10 | 0 | 30.23 | 77 | 78 | 75 | 75 | " | " | 19 | " |
| 7 | 5 | 2 | 16.6 | " | " | 5 | 4.10.10 | 0 | 30.23 | 77 | 77 | 74 | 75 | b. c. m. | cum. | 9 | " |
| 8 | 4 | 9 | 21.5 | " | " | 4 | 18.10 | 0 | 30.23 | 77 | 77 | 74 | 76 | " | " | 9 | " |
| 9 | 5 | 2 | 26.7 | " | " | 4 | 20.26 | 0 | 30.23 | 77 | 77 | 74 | 76 | " | " | 6 | " |
| 10 | 5 | 2 | 31.9 | " | " | 4 | 20.26 | 0 | 30.22 | 77 | 77 | 74 | 76 | " | " | 6 | " |
| 11 | 5 | 4 | 37.3 | " | " | 4 | 20.26 | 0 | 30.22 | 77 | 77 | 74 | 76 | " | " | 6 | " |
| Mid. | 5 | 9 | 43.2 | " | " | 4 | 52.26 | 0 | 30.22 | 77 | 77 | 74 | 76 | " | " | 6 | " |

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Clear. Gentle breeze from S.W. by N. Course N. N.E. $\frac{3}{4}$ E. Steaming with fire under three boilers. At 12.30 set jib, fore topmast staysail, main topsail and spinnaker. At 2.15 set main topmast and mizzen topmast staysails. Under this sail at end of watch. Appointees at the wheel. Average steam pressure 55 lbs. Average revolutions 43.

From 4 to 8 A.M.

Clear weather. Gentle to moderate breeze from N.W. by N. to N. N.W. Barometer steady. Moderate sea at end of watch. Under same sail as previous watch, with gaff topsail in addition after 6 bells. Course N. N.E. $\frac{3}{4}$ E. Appointees at wheel. Average steam pressure 55 lbs. Revolutions 43.

George R. Evans,

From 8 A.M. to Merid.

Bazy and warm. Stiff breeze from N. by N. to N. Barometer variable. At 9.30 mustered at quarters and Commanding Officer inspected ship and crew. At 10.15 the Commanding Officer read Divine Service all the appointees having been called aft. At 10.50 called all hands to make sail. Made sail to royals and hauled down all staysails and main topsail. Ripped spare flying jib on port side as lower studding sail; set mizzen topsail and took in gaff topsail. At 11 o'clock allowed fire to die out under boilers C. and D. and stopped steaming, leaving ship to, with main topsail to mast in order to exemplify propeller. Continued distilling with banked fire under boiler B. At 11 o'clock changed course to E. N.E. $\frac{1}{2}$ E. At end of watch under all plain sail to royals (except flying jib and weather clew of mainsail) with port lower studding sail and mizzen topsail, on course E. N.E. $\frac{1}{2}$ E. Appointees at the wheel. Temperature of magazines 70° - 76° forward, 72° - 73° aft.

From Merid. to 4 P.M.

Clear and fine weather. Stiff breeze from West. At 3.45 took in spinnaker. Ship on course E. N.E. $\frac{1}{2}$ E. (p.c.) under same sail as at end of previous watch except spinnaker. Long swell from N. N.W., to which ship rolled 24° to leeward and 12° to windward, extreme roll. Appointees at the wheel. Distilling with fire banked under boiler B.

From 4 to 8 P.M.

Stiff to moderate breeze from West. Clear, with haze around horizon. Ship rolling deeply but easily on heavy swell from N.W. Maximum roll to leeward 35° , to windward 30° . Took in studding sail at 5.00 and the royals at 7.15. At end of watch on course E. N.E. $\frac{1}{2}$ E. per standard, under plain sail to topgallant sails, except the spinnaker and weather clew of mainsail. Distilling with fire banked under boiler B. Appointees at the wheel. Not rolling tackles on main yard.

From 8 P.M. to Mid.

Clear. Misty horizon. Moderate to stiff breeze from West. Course E. N.E. $\frac{1}{2}$ E. Ship rolling deeply but easily. Long sea from N. N.W. Under same sail as in preceding watch. Appointees at the wheel. Distilling with banked fire under boiler B.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Newport, R. I. to Southampton, England.

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | BAROMETER. TEMPERATURE. | | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prep. of Clear Sky, in 10ths. | State of the Sea. |
|----------------------|--------|---------|------------------------|--------------------------------------|--------------------------------|-----------|-------|-------------------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | Leeway. | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. 7 ¹ | 0 | | | | | | | | | | | | | | | |
| 1 | 6 | 6 | 49.8 | E. N. E. ½ E. | West. | 5 24.26 | 0 | 30.24 | 77 | 77 | 74 | 77 | b. c. m. | cum. | 6 | L. |
| 2 | 7 | 2 | 57.0 | " | " | 5 20.26 | 0 | 30.25 | 77 | 77 | 74 | 77 | " | " | 6 | " |
| 3 | 6 | 9 | 63.9 | " | W. by N. | 5 6.17.25 | 0 | 30.25 | 77 | 77 | 74 | 77 | o. c. | cum. mist | 0 | " |
| 4 | 6 | 9 | 70.8 | " | " | 5 24.27 | 0 | 30.24 | 77 | 77 | 74 | 77 | " | " | 0 | " |
| 5 | 6 | 2 | 77.0 | " | " | 5 14.20 | 0 | 30.25 | 77 | 76 | 74 | 77 | " | " | 0 | " |
| 6 | 6 | 2 | 83.2 | " | " | 5 20.25 | 0 | 30.25 | 77 | 76 | 74 | 77 | b. c. | " | 2 | " |
| 7 | 6 | 2 | 89.4 | " | " | 5 18.20 | 0 | 30.25 | 78 | 78 | 75 | 77 | " | " | 5 | " |
| 8 | 6 | 4 | 95.8 | " | " | 5 18.20 | 0 | 30.26 | 78 | 78 | 75 | 77 | " | cum. | 6 | " |
| 9 | 6 | 1 | 1.9 | " | " | 5 14.18 | 0 | 30.26 | 79 | 80 | 78 | 77 | " | " | 8 | " |
| 10 | 5 | 9 | 7.8 | " | W. by S. | 5 14.18 | 0 | 30.27 | 80 | 82 | 79 | 77 | " | " | 8 | " |
| 11 | 5 | 8 | 13.6 | " | W. S. W. | 5 10.16 | 0 | 30.27 | 81 | 83 | 79 | 77 | " | " | 8 | " |
| Noon. | 5 | 5 | 19.1 | " | " | 5 12.18 | 0 | 30.27 | 81 | 83 | 79 | 77 | " | " | 6 | " |

146.9 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $N 62^{\circ} E$. 147 knots. tenths.

| | | |
|---------------------|--|--------------|
| Position at Noon: | Latitude by D. R. | 41 0 16. " " |
| | Longitude by D. R. | 51 0 05. " " |
| | Latitude by observations of ☉ | 41 0 12. " " |
| | Longitude by chronometer from Forenoon Observations of ☉ | 50 0 56. " " |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 40 0 59. " " |
| | Longitude by <i>observation</i> | 51 0 22. " " |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 41 0 25. " " |
| | Longitude by <i>Chronometer from Afternoon observation</i> | 49 0 58. " " |

Current during the time, 14 knots tenths per hour, setting to the $S 45^{\circ} E$.

| | | | |
|---|-------------|---|---|
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Error of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |
| Deviation of the Compass by Azimuth ☉ observed at | ship's head | 0 | " |

Water expended during the preceding 24 hours,

350 gallons.

Water *distilled* during the preceding 24 hours,

793 "

Water remaining on hand fit for use at Noon,

643 "

Coal consumed during the preceding 24 hours,

1 tons 760 lbs.

Coal remaining on hand at Noon,

79 " 720 "

| P. M. | 3 | 8 | E. N. E. ½ E. | W. S. W. | 5 | 15.20 | 0 | 30.28 | 81 | 82 | 79 | 77 | b. c. m. | cum. | 6 | L. |
|-------|---|---|---------------|----------|---|---------|---|-------|----|----|----|----|----------|------|----|----|
| 1 | 2 | 2 | 25.1 | East. | " | 5 18.20 | 0 | 30.29 | 81 | 82 | 79 | 78 | " | " | 6 | " |
| 2 | 6 | 1 | 31.2 | " | " | 5 18.20 | 0 | 30.28 | 80 | 80 | 79 | 78 | b. c. m. | none | 10 | " |
| 3 | 5 | 8 | 37.0 | " | " | 4 15.20 | 0 | 30.27 | 79 | 80 | 79 | 78 | " | " | 10 | " |
| 4 | 5 | 1 | 42.1 | " | " | 3 15.20 | 0 | 30.27 | 75 | 76 | 75 | 78 | " | " | 10 | " |
| 5 | 5 | 1 | 47.2 | " | " | 3 12.19 | 0 | 30.27 | 74 | 75 | 72 | 62 | " | " | 10 | " |
| 6 | 4 | 6 | 51.8 | " | " | 3 12.19 | 0 | 30.31 | 73 | 73 | 70 | 61 | " | " | 10 | " |
| 7 | 4 | 0 | 55.7 | " | " | 3 12.20 | 0 | 30.33 | 72 | 72 | 69 | 62 | " | " | 10 | " |
| 8 | 4 | 2 | 59.9 | " | " | 3 10.18 | 0 | 30.33 | 71 | 71 | 68 | 61 | " | " | 10 | " |
| 9 | 4 | 4 | 64.3 | " | " | 3 10.18 | 0 | 30.33 | 71 | 71 | 68 | 64 | " | " | 10 | " |
| 10 | 4 | 7 | 69.0 | " | " | 3 13.20 | 0 | 30.33 | 70 | 70 | 68 | 64 | " | " | 10 | " |
| 11 | 4 | 8 | 73.8 | " | " | 3 13.20 | 0 | 30.33 | 70 | 70 | 68 | 64 | " | " | 10 | " |
| Mid. | 4 | 4 | 78.2 | " | " | 3 13.20 | 0 | 30.33 | 70 | 70 | 68 | 64 | " | " | 10 | " |

under the command of

Commander Louis Kingsley
Monday, July 30

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy, first part, oncast latter part. Moderate to fresh breeze from West and N. by N. Barometer rising slowly. Long following sea on port quarter. On course E. N. E. $\frac{1}{2}$ E. Under jib, topsails, topgallant sails, foreails, lee clew of mainsail single reefed. Ship rolling deeply but easily. Maximum observed roll 27° to starboard. Apprentices at wheel. Distilling with fire banked under boiler B.

George R. Evans,

Ensign U. S. N.

From 4 to 8 A.M.

Oncast at first clearing during last hour. Stiff breeze from N. by N. At 7 o'clock set royals and got rolling tackle on foremast. Ship rolling considerably to moderate sea from N. by N. At end of watch under all square sail to royals, except weather clew of mainsail, with jib, on course E. N. E. $\frac{1}{2}$ E. Apprentices at the wheel. Distilling with fire banked under boiler B.

N. D. Goodman
Ensign U. S. N.

From 8 A.M. to Merid.

Clear and warm. Stiff breeze from N. by N., backing to N. by N. E. At 9:30 mustered at quarters. 1st and 2nd divisions all apprentices had instructions in sails and spars: but all storm sails and explained uses etc. of same and of preventer braces. At 11:10 hauled up lee clew of mainsail. Course E. N. E. $\frac{1}{2}$ E. (p.c.). Long swell from N. by N. At end of watch ship on course under all plain sail to royals except flying jib, jib mainsail and spanker. Apprentices at the wheel. Distilling with fire banked under boiler B. Temperature of magazines 81° 81° forward, 80° 80° aft.

W. B. Caperton.
Lieutenant U. S. N.

From Merid. to 4 P.M.

Stiff to moderate breeze from N. by N. Partly cloudy first half, clear last two hours. Hazy around horizon. Long swell from N. by N. By order of Commanding Officer changed course at 12:40 to East per Standard. At 1 o'clock set the lee clew of mainsail and studding sail. At end of watch under studding sail and plain sail to royals except flying jib, spanker and weather clew of mainsail. Instructed apprentices in uses and gear of storm sails; also 1st division in compass; 2nd division gunning and forward Powder division, sails and spars. Distilling with fire banked under boiler B. Apprentices at the wheel.

George R. Evans
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Misty horizon. Gentle to moderate breeze from N. by N. Course East. At 6:50 took in starboard studding sail. At 7 o'clock exercised at sails. Took single reef in topsails and made sail to topgallant sails, then took in single reef and made sail to royals. At 5 o'clock temperature of air fell 5° and at 6 o'clock the water temperature had fallen 16° . Long following sea, moderating during the watch. Distilling with banked fire under boiler B. Same sail as in preceding watch, except studding sail. Apprentices at the wheel.

J. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Bright starlight. Misty about the horizon. Gentle N. by N. breeze. Steering course East under same sail as at end of previous watch. Long sea. Steady barometer. Hazy dew. Distilling. Apprentices at the wheel.

George R. Evans,

Ensign U. S. N.

Examined and found to be correct.

J. B. McAllen, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third*
Making passage from Newport, R. I. to Southampton, England Rate,

| Hour. | Knots. | Tenths. | Reading of Patent Log. | COURSES STEERED by Standard Compass. | WIND. | | | Barometer. | TEMPERATURE. | | | | State of the Weather, by symbols. | Forms of Clouds, by symbols. | Prop. of Clear Sky, in 10ths. | State of the Sea. |
|-------|--------|---------|------------------------|--------------------------------------|--------------------------------|----------|-------|------------|-------------------|-------------|----------------|----------------|-----------------------------------|------------------------------|-------------------------------|-------------------|
| | | | | | Direction by Standard Compass. | Force. | Heel. | | Height in inches. | Ther. at d. | Air, Dry Bulb. | Air, Wet Bulb. | Water at Surface. | | | |
| A. M. | | | | | | | | | | | | | | | | |
| 1 | 4 | 3 | 82.5 | East. | SW. | 3 5-10 | 0 | 30.31 | 71 | 70 | 68 | 72 | b.m. | none | 10 | S |
| 2 | 4 | 2 | 86.7 | " | " | 3 5-10 | 0 | 30.31 | 71 | 70 | 68 | 74 | " | " | 10 | " |
| 3 | 3 | 8 | 90.5 | " | " | 2-3 5-10 | 0 | 30.32 | 71 | 70 | 68 | 74 | " | " | 10 | " |
| 4 | 3 | 6 | 94.1 | " | " | 2-3 5-10 | 0 | 30.32 | 71 | 70 | 68 | 74 | b.c.m. | cum. | 8 | " |
| 5 | 3 | 4 | 97.5 | " | " | 2-3 5 | 0 | 30.33 | 73 | 73 | 72 | 71 | " | " | 6 | M |
| 6 | 3 | 6 | 1.1 | " | N. by E. | 2-3 | 0 | 30.34 | 73 | 73 | 72 | 69 | b.m. | none | 10 | " |
| 7 | 4 | 4 | 5.5 | " | " | 3 5 | 0 | 30.34 | 74 | 72 | 71 | 68 | " | " | 10 | " |
| 8 | 5 | 3 | 10.8 | " | " | 3 0 | 0 | 30.33 | 74 | 72 | 71 | 68 | " | " | 10 | " |
| 9 | 4 | 9 | 15.7 | " | " | 3 0 | 0 | 30.34 | 75 | 72 | 70 | 72 | b.c.m. | cum. strat. | 9 | S |
| 10 | 4 | 4 | 20.5 | " | SW. by W. | 3 0 | 0 | 30.34 | 75 | 72 | 70 | 70 | b.m. | none | 10 | " |
| 11 | 4 | 8 | 25.3 | " | " | 3 0 | 0 | 30.36 | 75 | 73 | 70 | 68 | " | " | 10 | " |
| Noon. | 4 | 4 | 30.1 | " | " | 3 0 | 0 | 30.38 | 76 | 75 | 73 | 72 | " | " | 10 | " |

110.3 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $\text{E. } 16\frac{1}{2}^{\circ} \text{ N.}$ 106 knots. tenths.

| | | |
|---------------------|---|----------------|
| Position at Noon: | Latitude by D. R. | 41° 04' 40" N. |
| | Longitude by D. R. | 48° 38' 24" W. |
| | Latitude by observations of ☉ | 41° 03' 40" N. |
| | Longitude by chronometer from Forenoon Observations of ☉ | 48° 41' 04" W. |
| Position at 8 A. M. | Latitude by <i>D. R. from Noon</i> | 41° 29' 10" N. |
| | Longitude by <i>observations</i> | 49° 01' 04" W. |
| Position at 8 P. M. | Latitude by <i>D. R. from Noon</i> | 41° 04' 10" N. |
| | Longitude by <i>Chronometer from Afternoon observations</i> | 48° 02' 04" W. |

Current during the time, 13 knots tenths per hour, setting to the S. E.

Error of the Compass by Azimuth ☉ observed at 4.32 P. M., ship's head $6\frac{1}{2}^{\circ}$ N.Deviation of the Compass by Azimuth ☉ observed at 4.32 P. M., ship's head $3^{\circ} 41'$ E. variation used, $25^{\circ} 20'$ E.

Error of the Compass by Azimuth ☉ observed at , ship's head , variation used, 0

Deviation of the Compass by Azimuth ☉ observed at , ship's head , variation used, 0

Water expended during the preceding 24 hours, 350 gallons.

Water *distilled* during the preceding 24 hours, 741 "

Water remaining on hand fit for use at Noon, 1034 "

Coal consumed during the preceding 24 hours, 1 tons 960 lbs.

Coal remaining on hand at Noon, 78 " 1160 "

| | | | | | | | | | | | | | | | | | |
|-------|---|---|------|-----------|----------|-----|---|---|-------|----|----|----|----|----------|------|----|----|
| P. M. | 2 | 7 | 32.8 | East | | | | | | | | | | | | | |
| 1 | 1 | 2 | 34.0 | E. 1/2 N. | N. by E. | 3 | 2 | 0 | 30.39 | 77 | 76 | 74 | 75 | b.m. | none | 10 | S. |
| 2 | 4 | 5 | 38.5 | " | " | 3 | 2 | 0 | 30.39 | 77 | 76 | 74 | 75 | " | " | 10 | " |
| 3 | 4 | 0 | 42.5 | " | " | 3 | 2 | 0 | 30.39 | 77 | 76 | 74 | 75 | " | " | 10 | " |
| 4 | 4 | 2 | 46.7 | " | " | 3 | 2 | 0 | 30.39 | 77 | 77 | 74 | 75 | " | " | 10 | " |
| 5 | 4 | 0 | 50.7 | " | " | 3 | 2 | 0 | 30.38 | 78 | 77 | 75 | 75 | " | " | 10 | " |
| 6 | 3 | 2 | 53.9 | " | " | 2-3 | 0 | 0 | 30.36 | 78 | 77 | 75 | 75 | " | " | 10 | " |
| 7 | 3 | 2 | 57.1 | " | " | 2-3 | 0 | 0 | 30.36 | 78 | 77 | 75 | 75 | b.m. etc | " | 10 | " |
| 8 | 3 | 5 | 60.6 | " | N. by E. | 2-3 | 0 | 0 | 30.35 | 77 | 76 | 74 | 75 | " | " | 10 | " |
| 9 | 4 | 2 | 64.8 | " | " | 3 | 0 | 0 | 30.35 | 76 | 75 | 74 | 75 | " | " | 10 | " |
| 10 | 4 | 3 | 69.1 | " | " | 3 | 0 | 0 | 30.34 | 76 | 75 | 74 | 75 | " | " | 10 | " |
| 11 | 4 | 4 | 73.5 | " | " | 3 | 0 | 0 | 30.35 | 77 | 76 | 75 | 74 | " | " | 10 | " |
| Mid. | 4 | 1 | 77.6 | " | N. by E. | 3-4 | 0 | 0 | 30.34 | 76 | 76 | 75 | 74 | " | " | 10 | " |

under the command of

Commander Louis Kingsley
Tuesday, July 31

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Bright starlight. Gentle breeze from P.W. At end of watch under all square sail to royals except weather clew of mainmast, with jib, on course East. Apprentices at the wheel. Distilling with banked fire under boiler B.

N. P. Goldman
Ensign U.S.N.

From 4 to 8 A.M.

Fair to cloudy, clearing last hour. Bazy around horizon. Light to gentle breeze from P.W. veering to N. by E. Temperature of sea water dropped 6°. During watch. Course East (S.E.) At 6 o'clock set flying jib as starboard lower studding sail. At end of watch ship on course under starboard lower studding sail and all plain sail to royals, except flying jib, starboard clew of mainmast and sparker. Distilling with fire banked under boiler B. Apprentices at the wheel.

W. R. Caperton
Lieutenant U.S.N.

From 8 A.M. to Noon

Gentle breeze from N. by E. and P.W. by N. Clear and pleasant. Bazy around horizon. Smooth sea. Temperature of sea water warmer. Mustered crew at quarters at 9.30 and exercised divisions at gun drill. Afterwards examined all the apparatus of the forecabin and aftcabin at sail drill on the mizzen and heaving the log. Set the studding sail, main and mizzen topmast staysail and sparker at 10.30. Jettied magazine floor coir and found them in working order. Lost mired accidentally the first eight of 4 inch R.D. 4 No. 22. At end of watch on course East under studding sail, main and mizzen topmast staysails and plain sail to royals except weather clew of mainmast and flying jib. Distilling with fire banked under boiler B. Apprentices at the wheel. Temperature of magazines 81° 51' forward 80° 50' aft.

Geo. R. Beach
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear. Bazy horizon. Gentle breeze from N. by E. Instructed starboard watch of apprentices in practical seamanship, gunnery, land, log and gymnastics. At 1 P.M. took in main topmast staysail; at 2 P.M. took in mizzen topmast staysail, with this exception the ship was under same sail as in preceding watch. At 12.45 changed course to S.W. by N. Distilling with banked fire under boiler B. Apprentices at the wheel.

H. Russell
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear except light haze around horizon. Light to gentle breeze from N. by E. to N. P.W. Barometer falling slowly. Smooth sea. Steaming course East. At 4.00 took in sparker and hoisted up mainmast. At 6.50 took in lower studding sail, at clew of mainmast and reefed topmasts afterwards made sail to royals again. Distilling with banked fire under boiler B. Apprentices at the wheel.

George R. Cross.

From 8 P.M. to Midnight.

Clear bright starlight. Heavy dew. Gentle to moderate breeze from N. P.W. to N. by E. Barometer steady. At end of watch under jib and all square sail to royals except single reef and weather clew of mainmast on course S.W. by N. Distilling with banked fire under boiler B. Apprentices at the wheel.

N. P. Goldman
Ensign U.S.N.

Approved

Louis Kingsley
Commanding

Examined and found to be correct.

J. B. Hillon
Lieutenant U.S.N. Navigator.

